

Largest Circulation of any Shipping Paper.

SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.

No. 115.—VOL. 5. [Registered at the
General Post Office]

SATURDAY, JANUARY 3, 1891.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

International Seamen's Congress.—"The recognised organ of seafaring men."

Resolution passed at meetings of seafaring men in principal ports.—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Officers' Union.—"Best medium for advertising."

Morning Advertiser.—"Smartly written."

Daily Chronicle.—"Ablely conducted."

Reynolds's Weekly Newspaper.—"Bright."

Marine Record.—"Doing pioneer work."

Coast Seamen's Journal.—"Come to stay."

Railway Review.—"Circulation nearly 20,000."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."

Star.—"Good literary matter."

Liverpool Daily Post.—"Most popular."

Glasgow Herald.—"Interesting."

Liverpool Mercury.—"The organ of the seafaring class."

Weekly Times and Echo.—"The parent of the Seamen's and Fishermen's Unions."

Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."

The People.—"Useful."

Liverpool Echo.—"Multiform attractions."

The Democrat.—"Useful work."

Seaboard.—"A warranty of long life."

Baillie.—"Dealing even-handed justice."

Weekly Budget.—"A career of much prosperity and usefulness."

Mercantile Marine Service Association Reporter.—"Written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Derry Journal.—"High reputation."

Western Daily Press.—"Full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving."

Northern Echo.—"Vigorously written. Doing its work well."

Southampton Observer.—"Zeal and ability."

Tonbridge Free Press.—"Interesting to everybody."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Most valuable."

South Wales Echo.—"Well edited."

Hastings News.—"A welcome guest."

YARNS.

CLIII.

THE MASHING CLERK.

In the office of Messrs. Hinks & Hulkins, agents of the Terrestrial Line of steamers, Starveport, there was employed a young German named Otto Stiefelmacher.

Otto was very comical by reason of his superlative immobility and stolidity. His capacious countenance resembled in hue a skin of lard, and was about as expressionless. A mass of hair, almost as yellow as a dandelion, was carefully brushed back, and fell over his shirt-collar. Stiefelmacher, however, was a model of punctuality, regularity, and industry.

One of the clerks in the office, by name Jack Tubbles, was the only fellow who took the trouble to banter the stoical German.

While engaged in the business of chaffing Otto about the feminine gender, Tubbles elicited the fact that his Teuton comrade was a great ladies' man. By Otto's statement, it appeared that all the Gretchens where he hailed from, a small town near Bremen, were desperately in love with him. These anything but hypercritical frauleins were considered by Stiefelmacher to be infinitely superior to the belles of Albion. "I Eenglish vooomen like not," he complained, "ven I in de sdreet von pretty lady zee, I to her speak, but zhe laugh and runs away!"

Such eccentric conduct on the part of those of our countrywomen whom the amorous Stiefelmacher honoured by attempting to mash, was really not to be wondered at. The expression on the fellow's face as he attempted to look killing, would have absolutely demolished the hauteure of a Lady Clara Vere de Vere.

One afternoon Herr Otto was standing with his snub nose pressed against a pane of the office window, when a very stylish-looking lady passed. Stiefelmacher observed to Tubbles, "Dat ees von vine voooman. I should like vor to know her."

The lady was Mrs. McThistle, the spouse of a fiery Scot who held the appointment of cashier in a neighbouring business establishment—a man with whom Tubbles was rather intimate. Tubbles exclaimed, "Why, Otto, my boy, the lady is married."

"Dat does not matter von leetle bit!" responded the gay Teutonic Lothario, with a hideous chimpanzee-like grin.

Tubbles, always bent on mischief, next day observed to Stiefelmacher, "I have seen the swell whom you took a fancy to yesterday; she knows you by sight. By Jove, old man, she's quite spoons on you!"

"Zboons!" said Stiefelmacher, with an air of interest; "vat for ees zboons?"

"She's fairly in love with you, man." "Oh, zhe ees," quietly observed Otto, with something like a chuckle. Then his face resumed its normal imperturbability. The conceited, grotesque specimen of automatic humanity took his supposed conquest as quite a matter of course.

"Shouldn't wonder if Mrs. McThistle writes to you, wanting to make an appointment," spoke Tubbles.

"You think zo?"

"I really do, Otto, old boy."

"Soh!" responded Stiefelmacher unconcernedly as he resumed work on his ledger.

That evening Tubbles got his sister to write a very amorous note to Otto, purporting to come from Mrs. McThistle, requesting the young gentleman to meet her at a sequestered spot, about a mile out of town.

At nine o'clock next morning, when Stiefelmacher entered the office, he found the missive waiting for him. With the willing assistance of Tubbles the Teutonic lady-killer spelled out the communication. The sphynx-like German smiled not; he did not even evince the slightest sign of a feeling of triumph; he merely observed "I zhall go dat lady vor to meet!"

Stiefelmacher faithfully attended to the bogus appointment. It rained cats and dogs. Stolidly the poor dripping wretch hung about the trysting place until nearly midnight.

Next day Otto, when he turned up at the office, grumbly expressed it as his intention to have nothing more to do with the faithless Mrs. McThistle. He was quite resolved on that, he remarked.

For about a week the clerks made fruitless attempts to "sell" Stiefelmacher, by making all sorts of absurd statements respecting Mrs. McThistle's affection for him. At length a council was held, and it was resolved to make the assertion that the fierce McThistle had got wind of the fact of his wife's infatuation for Stiefelmacher. Tubbles broke the ice; he exclaimed, "By Jove, Otto, poor old chap, you are in for it. McThistle has found out everything. He has locked up his missus in a cellar, and is going about like a roaring lion looking for you. I assure you it's really a serious matter; these Scotchmen are as savage as Old Nick when they get roased!"

Stiefelmacher trembled visibly. The wretch sighed and murmured, "Himmel, vooomans brings noding but drouble and mooch bother!" Such a naïve statement from the ridiculous-looking, pudding-faced masher was too funny. All in the office roared.

Later in the day a note addressed to the German, and previously prepared by the mischievous Tubbles was handed in. The letter, which was signed "Mungo McThistle," began thus:—"Sir.—At last I have discovered that you are the fell dis-

turber of my conjugal peace, the ruthless destroyer of my happy home, the vile serpent that has intruded his hateful and accursed presence into the Eden of my domestic bliss —!" The supposed irate writer then proceeded to threaten that most condign punishment, in the shape of physical castigation, would, at the earliest possible opportunity, be inflicted on the gallant Herr Otto Stiefelmacher.

"Oh, dear; oh, dear!" gasped the abject German, when the meaning dawned on him respecting the contents of the missive, "Vat zhall I do; vat—vat zhall I do?" Then he turned fiercely on Tubbles and screamed, "Gonfound you, zir, I wish I'd never zeen your vace. You are vor all thees to blame!"

"Blow your impudence, Stiefelmacher!" roared Tubbles, pretending to be very angry. "If you had taken my advice you would have had nothing to do with a married lady. I told you that you would only get yourself into trouble."

This audacious statement fairly flabbergasted Stiefelmacher. He danced about the office and shouted, "Your advice, Dubbles; you tell von lie! You zet me on and zay dat de Schottländer's wife mit me be in love! I thought, Dubbles, dat you be mein vriendt, now I think you be mein vriendt not!"

For about a week the unhappy Otto, acting on a hint from Tubbles, sneaked home by various back lanes, so as to avoid the dreaded Scotchman. One night, however, the German met the unconscious McThistle fairly in the face. With a loud howl of agony and fright Stiefelmacher dodged down an adjacent alley, and ran for dear life from the supposed avenging husband.

The surprised McThistle spoke about the matter to Tubbles, and inquired if the eccentric German clerk were right in his head.

Late one afternoon, just when the governor had gone, Otto began to indite a letter. He observed to Tubbles, "I can dees zusbense no longer bear. I zhall write to Meesdir McTeesele, and gonvess all!"

Tubbles, rather alarmed, hurriedly consulted his fellow clerks. All agreed that it would never do to let McThistle hear of the business. If the hot-headed Caledonian were apprised of the fact that his wife had been made the basis of a practical joke, slaughter, it was considered, might be the result. Therefore, the Teuton's comrades decided to make a clean breast of the affair.

Tubbles was appointed spokesman; and in a few words he told the Herr of how neatly he had been sold.

With an expression of countenance betokening excessive wrath, Otto caught up a massive ruler, and bellowed, "Dubbles, I zhall geel you!" Tubbles held up a huge ledger in readiness to ward off the threatened blow, while the other clerks shrieked with laughter.

Gradually the irate look on the German's lard-coloured face vanished, and he was again placid and calm.

He laid down the ruler quietly, resumed his place at the desk, and began industriously to add up figures.

Stiefelmacher was six months longer in the office of Messrs. Hinks & Halkins, and, except on business, never again spoke to one of his fellow clerks. Many an attempt was made to get him out of his sulky mood, with the view of having further fun. But the lady killing Herr Otto Stiefelmacher's

invariable response was, "I zbeaks not, because I none of you like. You made me the veeedim eenozent of a gonsbeeracy vile!"

PREAMBLE TO REPORT OF PROCEEDINGS OF THE INTERNATIONAL SEAMEN'S CONGRESS,

By HUGH MCGREGOR,
General Secretary International Amalgamated
Sailors' and Firemen's Union.

Continued.

THE FALL OF ROME.

When the Roman soldier captured the gods of a people and placed them in his Pantheon, all who believed in those gods followed them and shared their fate. Thus, in proportion as the frontiers of Rome were extended so the mass of slaves became greater and greater, until we find the enormous number of fifty millions of slaves, with only four millions of adult citizens, upon whom fell the burden of overawing this host, and defending a frontier several thousand miles in extent, against hordes of barbarians, who seemed to swarm out of a land of shadows. At length the terrible crisis came. In the bloody wars for liberty, conducted by the slave leaders Eunus, Astronicus, Athenion, Spartacus, in ten horrible slave rebellions Rome bled well-nigh to death. In the bitter agony of shame for her best generals defeated, and nine successive armies shattered and exterminated by despised slaves, the rulers committed a crowning act of insane folly by crucifying six thousand brave workmen, prisoners of war, upon crosses erected on both sides of the Appian Road between Capua and Rome. This brutal act did not have the effect of preventing subsequent slave rebellions; although it might have had the effect of making the cross, the degrading instrument of class vengeance, the badge and symbol of the poor and lowly. This monstrous wholesale crucifixion was a confession that the Republic was suffering from an internal malady that would for ever prevent her from repelling assaults from without. The rumours of Rome's immense wealth, and her impotency to defend it, had fascinated the imaginations, and ultimately put in motion the vast masses in the unknown tract stretching from the Rhine to the Volga, and from the Volga through Central Asia to the Chinese Wall. The six thousand crosses upon the Appian Way were a signal that the opportunity had come. The Hunnish hordes, recoiling from fruitless attacks upon the Chinese Empire, plunged into the desert. Many generations passed away before this host itself made its appearance upon the Caspian Sea; but, its tremendous pressure once being communicated to the whole chain of barbaric nations that dwelt northward of the Black Sea, tribe after tribe of savage warriors crossed the frontiers, and Rome fell.

SURVIVORS OF THE WRECK.

With the disruption of the Empire the organised system of the ancient Trade Unions became disrupted. Those Unions which were dependent upon the wants of a highly civilised state, and only producing things for which the rude conquerors felt no need, disappeared altogether; but the Unions engaged in the more necessary callings con-

tinued to exist as local Unions, independently of their former administrative centres in Rome and Constantinople. Of these latter were the bakers and the sailors. Sailors' Unions continued to live on in all the ports of the Mediterranean, the ocean, and the great rivers. Bravely they struggled to maintain their existence until other craft Unions were restored and new Unions were founded, the old and the new to be known henceforth as "Guilds." Now, to restore the shattered Trade Unions was to restore the ruined municipalities; for the Unions, when grouped, are the municipality. One and inseparable, the Unions and the municipalities are the two sides of one great fact—civilisation. Yes! civilisation; that is industry, that is construction; as opposed to militarism, that is war, that is destruction. The Unions took up and carried on the work of social progress; new municipalities were formed, generally in swamps and places accessible to sailors, that is from the water, but inaccessible to barbarian chivalry. In the reign of Tiberius, on a little island in the River Seine, where appeared a small cluster of straw-thatched huts, the Sailors' Union established a Branch (*nautaparisiaci*), which formed the nucleus of an important municipality. That city has ever borne upon its flag the symbol of its founders—a sailing galley. That city, second to none in devotion to the cause of working-class organisation and emancipation, is called—Paris.

If there is any lesson to be learned from these facts it is this:—Rome failed to incorporate the working class in her social system, and that failure was the cause of her fall.

THE PRESENT STATE.

Fourteen hundred years have passed away since the fall of Rome, and again civilisation rears its front as proudly as of yore. Lost knowledge has been restored and wonderfully increased. The roads have been replaced, and the means of communication marvellously improved. The frontiers have been extended to previously unknown oceans. Population has increased, and the increase of wealth has been in a ratio far exceeding the increase of population.

But what is the social condition of the working class? It is relatively the same!

For a Crassus, we have a Carnegie. For the *ergastula*, we have the factory. For the *insulae* of Rome, we have the tenement houses of New York. For the slave rowers of the *trieme*, we have our firemen driven by the lash of hunger, when not by blows, often resulting in death. For the angurs with their sacred chickens, we have the political economists with their law of supply and demand; and for the crosses of the Appian Way, we have the gallows of Chicago.

We have to-day a nation within every nation—hostile camps of rich and poor. On one side, a class in possession of all the implements and means of labour; on the other side, a class begging for the opportunity to labour. The former squandering luxuries they have not produced; the latter stretching out timid hands for morsels of the bread they have produced. The former passing lives of ease and security in spacious and magnificent mansions; the latter dragging out a miserable existence of drudgery and apprehension in crowded and squalid tenements. On the land, the underwriter and the shipowner plotting with impunity; on the sea, the scurvy-stricken crew, and the

coffin-ship, bound to the haven where man's inhumanity to man ceases.

Again a grand social crisis has arrived, and the momentous question now arises: How can the working class be incorporated into modern society?

This is the problem now before the world for solution, and it is to the discovery of this solution that all labour movements must of necessity be directed. This is the gigantic and complex problem upon whose speedy solution depends whether our present civilisation shall be progressive and permanent, or shall stagnate and fade (if not by violence overthrown) until our descendants, or successors, shall gaze upon its ruined monuments with less regard than the wandering Arab gazes upon the Pyramids to-day.

THE CLAIMS OF LABOUR.

The "rights of man," so fashionable in the last century; the abstract proposition that all men are born free and equal, and are endowed with natural rights to life, liberty, and the pursuit of happiness, may be correct as an abstraction. But, in the concrete, it has resulted in giving the male citizen about a ten-millionth part of some national sovereignty, called the "ballot"; of a slender possibility of sitting for a term in a chair vacated, or to be vacated, by some king, and of carrying a marshal's baton in his knapsack, when he is forced to become a human butcher. All this is doubtless very right and proper, and may be a very satisfactory social programme for those who have the wherewith to live; but for the working class, which has neither sufficient bread for the table nor clothing for the body, something more natural and practical is necessary to meet its claims. The rights of man are denied by none, and few will deny the claims of labour.

Few will deny the existence of a distinct working class; of a class that is being not only reproduced to-day, but has been reproduced throughout the ages, its individual members dying, its condition changing from slavery to serfdom, and from serfdom to wagedom, but ever being renewed, and living always; of a class destined to labour while grass grows and water flows.

Few will deny that this working class has, from season to season, from day to day, throughout all time, in slavery, serfdom, and wagedom, produced a constantly increasing surplus, constituting the world's wealth.

Few will deny that this surplus, the unconsumed product of past generations, the world's wealth, is rightfully the inheritance of the class that has produced it.

Few will deny the necessity of the organisation of labour, upon a basis both special and general; the former to decide the questions continually arising in special crafts, which only those conversant with the details of that one particular craft are competent to decide; the latter to advance the claim of the working class to its inheritance, that is to determine the maximum working time, the minimum wages, and the general conditions under which labour shall be performed, together with the ways and means of supporting the casually and permanently unemployed.

And, few will deny that the Trade Unions, the historic, normal organisation of the working class, having the objects and performing the above specified functions, have not only a grand social destiny, but are entitled to the sympathy of the general

public and to the fullest protection and assistance that states and nations, separately and collectively, can possibly render.

In short, the working class, having arrived at that point in its development enabling it to survey its position and to recognise its importance, has demanded a review of all previous conclusions arrived at concerning the nature of property, and has demanded that all legal impediments to the free development of its special form of organisation shall be forthwith removed.

CLAIMS JUSTIFIED.

These demands, then, having been duly considered by many competent minds, both inside and outside the ranks of the technical working class, and the general verdict arrived at is that property being social, and not personal, in its origin, must be devoted to social purposes. Cardinal Manning has given a brief historical sketch of the Trade Unions, dating from the middle ages; showing them to be necessary combinations for the protection of the working class. Other able and respected men have with tongue and pen aided the general movement, with the result that the pretended science of political economy, with its anti-social dogma of "supply and demand," has been discredited; and the claims of labour have been endorsed. The profound sympathy called forth by the great strike of the London dock labourers is sufficient evidence of the great change that has taken place in public opinion; a mental and moral transformation, justifying the belief that a solution of the great problem can be reached in the near future.

BETTER ORGANISATION.

But as a grand force is necessary for the realisation of any grand idea, the present time calls for the unification of the scattered forces of labour. Organisation can only be met with organisation. And as the possessors of the means of labour—ships, for instance—those who now determine under what conditions labour shall be performed, are organised internationally, it is evident that no National Union of any trade, still less any local Union, no matter how well disciplined it may be, has a fighting chance in a pitched battle. If this view be correct concerning the trades generally, it cannot be false in the case of sailors and firemen, who, of all others, from the very nature of their occupation, must be organised internationally if they are to be organised at all. That seamen can be organised upon a Trade Union basis will not be disputed by those who know that they have been so organised and have remained organised, to their great honour and profit, for centuries. To make this important fact clear, to show the enduring character of Trade Unions, while pointing out in their main defect the chief cause of the slow rate of social progress, to emphasise the necessity of universal combination to achieve a common social ideal, has been my object in this long, but too much condensed, Preamble, fully believing that—

Labouring men—and labouring women,
Have one glory and one shame;
So that anything that's done inhuman,
Hurts all of them the same.

A FIREMAN'S FATAL FALL.—An inquest has been held at Liverpool on the body of Daniel M'Grath, aged 38, a marine fireman. The deceased was engaged on Nov. 22 in hoisting ashes out of the stovehole of the steamer *African Prince*, then lying in the Mersey, when his foot slipped and he fell backwards, sustaining a fracture of the skull and other injuries, from the effects of which he died in the Northern Hospital on Christmas-day. Verdict, Accidental death.

ACCOMMODATION FOR SEAMEN IN THE ROYAL NAVY.

By a MEDICAL MAN.

The places in which the men live and sleep in Her Majesty's ships, can hardly be described as rooms, being rather large, irregularly shaped spaces *between decks*; when in the bigger class of ships some hundreds are collected together, there is no deck-house accommodation as there is in the merchant service. Then the men sleep in *hammocks* slung from the beams instead of in *bunks*, as obtains to a large extent in the merchant service. The hammocks are slung fore-and-aft, with a space of about 18 inches between the hammock hooks. Immediately after turning out in the morning, the men ease up their hammocks and stow them away on the upper deck in trough-like receptacles on the bulwarks protected from wet. In this respect the merchant service routine differs. Then, again, on certain days the bedding is opened out, and hung up in the rigging for a thorough airing. Owing to this arrangement, whereby large numbers of men sleep in the same place under similar conditions and under easy supervision—there is a safeguard against men stowing themselves away in places where the conditions are insanitary and likely to escape observation. In broadside, high-freeboard vessels, such as the *Hercules*, *Minotaur*, etc., the men are berthed on main and lower decks. One of the objections to the system of hammock accommodation is that owing to the hammocks being so closely stowed side by side, and near the beams, the foul air, vitiated by respiration, is more or less imprisoned between the stratum formed by the rows of beamwork and the deck overhead. This is met by perforation in the deck. All decks are washed thoroughly at least once a day. Provision is made for a general washing of clothes and bodies at least once a week, when an ample supply of fresh water is allowed. The air-space in the sleeping places of the Royal Navy varies widely according to the class of ship and the number of men at the time borne in each ship. There is no Admiralty enactment as regards the minimum air-space which is to be furnished; a circumstance which is to be regretted. I am credibly informed that, speaking generally, the air-space on the lower decks ranges from about 300 to 600 cubic feet per head. In ships with broadside ports there are the following means of ventilation:—(1.) Ports scuttles and hatchways. (2.) Cowlheaded ventilators supplied in large numbers, and fitted so as to act as uptakes and downcasts. (3.) Canvas windsails led through hatchways. (4.) Ship funnel and funnel casing, causing a strong updraught from interior of vessel, and thereby an important means of introducing fresh air through the hatches. (5.) Hollow iron masts, perforated with manholes near the bilge, acting as uptakes. These are sometimes fitted with branch trunks leading to the cabins so as to extract foul air. (6.) Air tanks or tubes in the ship's lining, communicating with the cabin by grated openings near the roof, and terminating on the upper deck by openings in the bulwarks. Fresh air is admitted to the cabin by disc-valve openings near the deck-floor, communicating, by means of tanks or tubes, with cowl ventilators on upper deck. (7.) Also rotary fans to ventilate magazines, shell-rooms, and double bottom. In troop-

ships there are, in addition to the above—

- (1.) Large wooden square-headed ventilators, divided by vertical partitions into four shafts, and having four wide-mouthed openings high above the upper deck. Thus, with any direction of wind, one of these four shafts is acting as an uptake, while the opposite one acts as a downcast.
- (2.) Edmonds' steam-jet ventilators, some of which extract foul air from bilges, while others serve the *living* spaces of the ship.
- (3.) Perkins' automatic ventilators—these are actuated by the rolling of the ship, their action is aspiratory, and they are fitted so as to draw foul air from the bilge.
- (4.) Punkahs in the saloon kept in oscillation by shafting and cranks from main engine.

Turret ships and barquette ships have in addition to some of the above, powerful rotary fans driven by special engines fitted so as to act as "supply" or "extract," and connected with a regular pipe service system of ventilators laid throughout the ship. Some of the vessels have a double set of these fans—one set driving in fresh air, while the other set extract the foul air, thus establishing a thorough circulation of air throughout all parts of the ship. In the *Nile* and *Trafalgar* there are six of these fans, each being about five feet in diameter by two feet in width of paddles driven at a high velocity. Forced draught in the stokeholes is also supplied to the warships.

FISH SALTING.

By J. LAWRENCE-HAMILTON, M.R.C.S.

Continued.

NATURAL SALTING.

During storms large shoals of fish may be swept into low, shallow basins or lagoons highly impregnated with salt.

Especially in hot countries the subsequent drainage and evaporation would gradually naturally salt and cure the fish, so that for a considerable time after the drying up of the basin, the fish would remain well preserved or naturally salted.

To this is often added the sweeping in of mud, silt, and sand over the fish, which being repeated at short intervals, would in time yield a succession of strata or layers abounding with the fossilised skeletons of fish and marine objects so highly prized by the geologist.

For upwards of forty-one years, though immersed in the brine pits of Vizakna, in Hungary, yet nineteen human bodies showed no visible external or internal trace of decomposition. Their contained excrements in the intestines, and the yellow urine in the bladder, were at the time of the post-mortem examination found to be still undecomposed, according to the official report by Dr. Heinrich König, of Hermannstadt, made on July 6, 1890. This physician found crystallised salt deposited in the various tissues and internal organs of these super-salted human bodies.

SALTING GETS RID OF ALL AVAILABLE MOISTURE.

The success and value of all fish-curing, whether by salting, drying, or smoking, consists chiefly in driving off the maximum possible advisable amount of water or moisture contained in the muscles or flesh and the skin of the fish operated upon.

THE CHEMISTRY OF SALTING.

As an antiseptic, salt acts in two ways. A saturated salt solution coagulates albu-

men, and hence bacteria, whose protoplasm is, of course, albuminous, cannot live. Most antiseptics have this power.

Besides its antiseptic properties, sufficient salt prevents the continuation of life, which only occurs under more or less favourable chemical conditions. Thus sugar is a good food for bacteria. But in excess of sugar, as in concentrated syrup, bacterial life becomes impossible.

Albuminous bodies, though perhaps the best food for bacteria, yet if concentrated by drying, then these albuminous bodies keep indefinitely.

Small amounts of salt are food for bacterial life, partly because, perhaps, like most vegetables, probably every animal requires chloride of sodium (common salt), and also partly because small quantities of salt tend to keep perishable articles damp. Moisture is favourable to fungoid life, especially if it contains magnesium chloride, which is almost always the case. Concentrated chloroform is also an antiseptic, whilst small quantities of chloroform are alleged to favour bacterial development.

BACTERIAL CULTIVATIONS ON SALTED FOODS.

Experimental bacterial cultivations on salted and pickled meats show that the proportions of salt used in these food preparations have but very little destructive action on the putrefactive bacilli found in diseased meat.

Professor Panum, in 1856, from artificial solutions of pickled salmon and salted herrings, subjected the liquids to prolonged boiling, so as to destroy all living organisms and bacteria. These boiled solutions were injected into animals, producing poisonous effects, though in a less severe form than from similar liquid preparations which had not been boiled previously.

Further, after filtering the fluid, then boiling it for an hour, evaporating to dryness the residue, which was next digested in absolute alcohol, he finally heated the resulting residue with boiling water.

Nevertheless, this watery extract was also poisonous. This shows the vitality of poisons derived from putrid fish.

"KOSHERING" OF FOOD BY JEWS.

1. *Soaking Meat in Fresh Water.*—With the aim to absorb all available contained blood prior to cooking, orthodox or conforming Jews keep a special crockery pan in which for about half an hour they soak their meat (killed after their own ritualistic practices) with a view to drain off all available blood. After half an hour this fresh water becomes of a pink-red colour, which under the microscope reveals blood cells and hæmoglobin (red colouring matter). Chemical tests discover considerable traces of albumen and some alkaline salts. The varying conditions and circumstances make a quantitative analysis impossible as a practical average.

2. *Slight Salt-sprinkling.*—Next the meat is slightly sprinkled with salt all over its surface, and then placed on a special perforated board, where the meat remains for one hour. The salt becomes of a pink colour. On being dissolved in distilled water, blood cells are discovered in the salt mass by the microscope. The Jews throw this red and used salt away. They keep the soaking pan and perforated board scrupulously clean.

3. *Salt Washed Off.*—Finally the salt is washed in a stream of running fresh water, as from a tap. Collecting this water it is pink red in colour, showing under the

microscope numerous red and white blood corpuscles, some sarcoous elements (portions of muscle fibres or flesh), and some fat cells. Chemically it contains more albumen than the fresh water in which the meat had been previously soaked for half an hour.

The Chemistry of "Koshering."—These three processes constitute the koshering of food according to the practice of orthodox conforming Jews. By removing some of the albumen and alkaline salts, in every case it must tend to make the meat of poorer quality, and where the meat is stale or decomposed adding the moisture by soaking, damp salt and washing would promote putrefaction. Hence chemically, clinically, and economically it is a practice which is diametrically opposed to modern science.

On the other hand, the Jewish veterinary practitioners, or the *Shechita* Board, by their careful conscientious inspection of slaughtered cattle or *post-mortem* examinations, reject all diseased meat. The London statistics of the *Shechita* Board show that about one-quarter of the cattle slaughtered are, according to the Jewish ritual, bound to be unfit for human food.

(To be continued.)

CONCERNING AIR SHIPS.

There seems just now to be a spasmodic boom in aerial navigation. It is a subject so fascinating from every point of view that we can little wonder at its being cherished by numberless inventors. Of late years the clever experiments of Tisander and others have made it evident that it is possible to drive a balloon at a fair rate of speed, and to steer it with a tolerable degree of success. Nevertheless, much as we trust in the advances of the past as an augury of the future, we must recognise the unique difficulties of the task. In the first place the structure must be immensely strong and light to withstand the strain to which it will be subjected, and to permit of any useful lifting power. Hydrogen gas represents the limit so far as the principle of flotation is concerned, for it is by all odds the lightest gas. Rarefied air is simply a very bad substitute for it, necessitating a rigid and heavy envelope to stand the pressure from without, without any compensating advantages. Given, then, an enormous spindle-shaped balloon inflated with hydrogen, is there a reasonable probability that it can be managed safely and be given fair speed? To this, we may say yes, provided there is little or no wind, but it must be remembered that a wind velocity of fifty or sixty miles an hour is by no means infrequent, particularly at considerable altitudes, and to withstand such a gale, with any chance of success, the air ship must be provided with machinery that will drive it at something greater than the highest speed reached by an ocean steamer. To a certain extent such dangerous gales might be avoided by change in elevation, but it is only too evident that the difficulty is a most serious one. No motive power yet devised gives much hope of accomplishing the task, and while, perhaps, it is too much to say that there is no hope of finding one, it is well to recognise that the difficulties differ both in degree and kind from those encountered in any other mechanical problem. Even if they can be overcome, by the aid, for instance, of an enormously powerful electric motor and storage battery, the general usefulness of the result may still be called in question.—*Electrical World.*

It has been estimated that the recent Australian strikes cost the Colonies there over one million and a quarter sterling. The loss to labour in Victoria, New South Wales, and South Australia is reckoned at £909,000, to trade at £305,000, and to the State, in maintenance of military and police and loss of wharfage and Customs dues at £40,000. According to mail advices from Australia the Labour Defence Committee of Sydney states that about £36,000 was received in aid of the strike, and estimates that the direct expenses during the strike amounted to over £70,000. This is without taking any account of wages lost. According to the chairman of this committee, the amount received from England was only £3,110, a sum altogether below the strikers' expectations.

THE MERCHANT SHIPPING ACT.

THE NO. 2 AMENDMENT BILL.

TIMBER DECK LOADS. BULKHEADS IN IRON VESSELS. THE LANDING OF LIVE CATTLE. LETTER FROM MR. PLIMSOLL.

Amongst the Parliamentary papers issued on Dec. 30 was the following correspondence respecting a proposed Bill to amend the law in regard to timber deckloads in winter, bulkheads in iron vessels, and the landing of live cattle:—

No. 1.

BOARD OF TRADE TO COLONIAL OFFICE.

Board of Trade (Marine Department),
London, S.W., Aug. 30, 1890.

Sir,—I am directed by the Board of Trade to transmit to you the enclosed copy of the Merchant Shipping Act Amendment (No. 2) Bill, which was introduced in the House of Commons last session, and which proposed to amend the law in respect of timber deckloads in winter, bulkheads in iron vessels, and the landing of live cattle in the United Kingdom. As, in the event of the introduction of a similar Bill next session, it will be of importance that the views on these several matters held in Her Majesty's colonial possessions should be known in this department, I am to request that you will be so good as to move Lord Knutsford to cause copies of the Bill to be brought to the notice of the Government of Canada and of any British possession interested, with an invitation to them to forward any observations which they may feel desirous of making upon the proposals contained in it. As regards the importation of live cattle into the United Kingdom, a departmental committee, under the chairmanship of the Right Hon. H. Chaplin, M.P., President of the Board of Agriculture, is now engaged in inquiring into the conditions under which cattle are imported into this country, and this board will be happy to lay before that committee any information bearing upon the subject which the authorities in her Majesty's possessions may think right to forward with that object. With reference to the proposed prohibition of deckloads of timber in winter to this country, this board would be glad to learn whether, in the event of legislation taking place in the United Kingdom to prohibit the 3 feet of winter deckloads of deals now permitted by the Merchant Shipping Act of 1876, the Government of Canada would be prepared to legislate to the same effect. As bearing upon this point, I am to enclose copy extracts from a letter addressed by Mr. S. Plimsoll to this department, in which he refers to the action of Canada in the matter of deckloading. I have, etc.,

(Signed) GEORGE J. SWANSTON.

Enclosure 1 in No. 1.

A Bill to restrict the deckloading of timber and live cattle, and to provide watertight bulkheads. Be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—1. From and after the 31st day of October, 1890, the 24th Section of the Merchant Shipping Act, 1876 (which relates to timber deckloads in winter), shall be amended as follows:—(i.) In sub-section (c) the words "to a height exceeding three feet above the deck" shall be repealed; (ii.) Any wood goods carried in contravention of the said section, as hereby amended, shall be treated as smuggled goods, and be forfeited to Her Majesty, and may be seized and detained by any officer of Customs or officer of the Board of Trade, without prejudice to any prosecution or other proceeding for a penalty. 2. It shall be lawful for the Board of Trade from time to time by notice, published in the *London Gazette*, and otherwise, as they think fit, to declare that the regulations as to watertight bulkheads for the time being required by the Committee of Lloyd's Register of Merchant Shipping to be observed in the construction of iron vessels shall (with or without any general or special exceptions or modifications) be applied in the construction or alteration of iron vessels to be registered as British ships after such date or dates as may be specified in any such notice. If a British ship to which any such regulations are so applied, and which is not constructed and maintained in accordance with the same, proceeds to sea from any British or foreign port and is lost or wrecked, the master and every owner thereof shall be jointly and severally liable to pay

to the Board of Trade, on demand, the sum of £300 for every person on board such vessel, unless the master or owner proves as regards any such person that he is alive, or that the contravention of the said regulation did not contribute to the wreck or loss of the ship. Any sum so paid shall be applied as the Board of Trade direct, for the benefit of the family or relations of persons on board the ship whose lives are lost. For the purposes of this section a certificate of the Board of Trade that a ship is presumed lost shall be evidence of the loss. 3. Live cattle shall not after the 1st of January, 1891, be landed at any port in the United Kingdom from any ship, whether British or foreign, from any port or place west of the twelfth parallel of west longitude. Any cattle so landed in contravention of this section shall be forfeited to Her Majesty, and may be seized and detained by any officer of Customs or of the Board of Trade. The Board of Trade may from time to time make regulations exempting from this section any description of cattle not imported for the purpose of sale for food. 4. This Act may be cited as the Merchant Shipping (No. 2) Act, 1890.

Enclosure 2 in No. 1.

(Extracts.) 28, Park-lane, W., July 29, 1890.

Dear Sir,—I would remind you of what seems to be an essential point in this matter.

When the Canadians restricted their own shipowners to three feet our shipowners were not interfered with at all, and could bring any amount of deckload. The enclosed photographs will show what is being done now. Notwithstanding that our ships were left absolutely free when they restricted their deckloads to three feet, they did not hesitate to place their ships at that great disadvantage, as compared with our own, and this they did from considerations of safety and of humanity. As they were then disposed to go and did go so much farther than we did in this direction, I think we may reasonably suppose that they will be willing to go with us still further, seeing that British ships would be on a par with theirs, and they would not be incurring any special disability. It is quite possible that some Canadian shipowners . . . may press for the 3 feet limit, but they are not Canada. Canada, as a whole, would go with us, and it is no new thing for a handful of people, whose interests are touched, to make an outcry either in that country or in ours, as you well know.

I have thought it desirable to call your attention to the fact that the 3 feet restriction was adopted by Canada, whilst our own ships were allowed to load as they like, as showing that the Canadian Legislature and shipowners were much in advance of our own in their treatment of these questions. The Canadians were also greatly in advance of us in interdicting grain loading in bulk.

I am, &c., (Signed) SAMUEL PLIMSOLL.
Sir Hy. G. Calcraft.

No. 2.

LORD KNUTSFORD TO THE GOVERNORS OF COLONIES.

Downing-street, Sept. 6, 1890.

Sir,—I have the honour to transmit to you, for any observations your Government may have to offer, an extract from a letter from the Board of Trade, enclosing a copy of the Merchant Shipping Act Amendment (No. 2) Bill, which was introduced into the House of Commons last session, and which proposes to amend the law in respect of timber deckloads in winter, bulkheads in iron vessels, and the landing of live cattle in the United Kingdom. As the measure may possibly be re-introduced next session, I have to request that I may be favoured with the observations of your Government at their earliest convenience.

I have, &c., (Signed) KNUTSFORD.

No. 3.

LORD KNUTSFORD TO LORD STANLEY OF PRESTON (Canada).

Downing-street, Sept. 10, 1890.

My Lord,—I have the honour to transmit to you a copy of a letter from the Board of Trade enclosing a copy of the Merchant Shipping Act Amendment (No. 2) Bill, which was introduced into the House of Commons last session, and which proposes to amend the law in respect of timber deckloads in winter, bulkheads in iron vessels, and the landing of live cattle in the United Kingdom; and enclosing also a copy of a letter from Mr. Samuel Plimsoll, on the subject of deckloads. As the measure may possibly be reintroduced next session, I have the honour to request that you will move the Dominion Government to favour me with its observations at their early convenience, and with an intimation as to whether they will be prepared to initiate the legislation indicated in the last paragraph of the Board's letter in the event of legislation taking place in the United Kingdom.—I have, etc.,

(Signed) KNUTSFORD.

No. 4.

LORD STANLEY OF PRESTON (CANADA) TO LORD KNUTSFORD.

(Received December 1, 1890.)

Government House, Ottawa, Nov. 15, 1890.

My Lord,—I have the honour to enclose herewith a copy of an approved report of a Committee of the Privy Council dealing with your lordship's despatch of the 10th September last, in reference to a proposed amendment of the law in respect of timber deckloads in winter and the landing of live cattle in the United Kingdom. Your lordship will observe that directions have been given for a full inquiry into the operation of the present law upon these matters, the result of which will be communicated to your lordship in due course.—I have, etc.

(Signed) STANLEY OF PRESTON

Enclosure in No. 4.

Certified Copy of a Report of a Committee of the Honourable the Privy Council, approved by his Excellency the Governor-General in Council, on the 10th November, 1890.

The Committee of the Privy Council have had under consideration a despatch, dated Sept. 1st, 1890, from the Right Hon. the Secretary of State for the Colonies, enclosing a copy of a Bill introduced into the Imperial House of Commons at its last session, which proposes to amend the law in respect of timber deckloads in winter and the landing of live cattle in the United Kingdom, and also enclosing a copy of a letter from Mr. Samuel Plimsoll, dated July 29 last, on the subject of deckloads. The Minister of Marine and Fisheries, to whom the matter was referred, reports that the statements contained in Mr. Plimsoll's letter appear to have no foundation in fact so far as they apply to Canada, and that from information before him he is led to believe that the Canadian deckload law has operated very satisfactorily, so much so that no complaints have arisen over loss of life or property in connection with the Canadian transatlantic trade since the enactment of the laws now in force touching this subject. The Minister submits, moreover, in this connection, that the questions dealt with in the above despatch, so far as Canadian shipping is affected, are under the control and jurisdiction of the Canadian Parliament. Nevertheless, in view of the request contained in Lord Knutsford's despatch, he, the Minister, has directed that a full inquiry should be made through the officers of the Department of Marine, into the operation of the present law dealing with timber deckloads and the shipment of cattle, the result of which he will present to your Excellency to be forwarded to the Right Honourable the Principal Secretary of State for the Colonies in due course. The committee recommend that your Excellency be moved to forward a copy of this minute to the Right Honourable the Secretary of State for the Colonies. All which is respectfully submitted for your Excellency's approval.

(Signed) JOHN J. MCGEE, Clerk, Privy Council.

MR. PLIMSOLL IN CANADA.

Mr. Plimsoll had an interview at Ottawa on Dec. 28 with the Hon. C. H. Tupper, Canadian Minister of Marine, on the subject of the cattle trade and the deck loading of timber. The Minister assured him that every facility would be given him in acquiring information on these subjects as far as Canada was concerned. For this purpose official inquiries would be held in Montreal, Quebec, Halifax, and St. John's, which Mr. Plimsoll was invited to attend. The Minister contended that the Canadian cattle trade had, up to the present, been satisfactory, losses sustained this year being quite exceptional, and due to the severity of the weather. He thought that with extra precautions future losses might be guarded against. In conclusion, Mr. Tupper stated that the evidence taken by the Commission would be transmitted to the Board of Trade in London.

AN OCEAN MYSTERY.—On the 1st inst. the British steamer *Lero*, whilst going from Sunderland to Philadelphia, passed a vessel on fire, but owing to the bad weather prevailing at the time the identity of the strange vessel could not be established. She appeared to the *Lero* to be a steamer, and whilst in sight the foremast of the vessel with the yards on it came down with a crash, and went over the side into the sea. The *Lero* was about five miles distant from the vessel at the time, and her name could not then be made out. The position was 35 miles north-east of Flamborough Cape. The weather was very bad at the time, a heavy gale blowing, so that the *Lero* could not get to the

IN THE DOG WATCH.

Mr. J. F. Keane, a very clever writer, and a member of the Cork Branch of the Seamen's Union, sends us some extracts from General Booth's new book "In Darkest England," and seems rather surprised that we have not exhaustively reviewed that work. The reason that we have not reviewed the book is simply that it has not been sent to us for review. Here are the extracts to which our correspondent invites attention:—

Page 34, para. 6, "This is the problem that underlies all questions of Trades Unionism, and all schemes for the improvement of the condition of the industrial army. To rear any stable edifice that will not perish when the first storm rises and the first hurricane blows, it must be built not upon sand, but upon rock. And the worst of all existing schemes for social betterment by organisation of the skilled workers and the like, is that they are founded not upon a 'rock' nor even upon 'sand' but upon the bottomless bog of the stratum of the workless. It is here that we must begin. The regimentation of industrial workers who have got regular work is not so very difficult. That can be done and is being done by themselves. The problem we have to face is the regimentation, the organisation, of those who have not got work, or who have only irregular work, and who from sheer pressure of absolute starvation are driven irresistibly into cut-throat competition with their better employed brothers." Again, page 80, para. 4, "There is only one class of men who have cause to oppose the proposals which I am about to set forth." (The way out of Darkest England) "That is those, if such there be, who are determined to bring about by any and every means a bloody and violent overturn of all existing institutions. They will oppose the scheme, and they will act logically in so doing. For the only hope of those who are the artificers of Revolution is the mass of seething discontent and misery that lies in the heart of the social system. Honestly believing that things must get worse before they get better, they build all their hopes upon the general overturn, and they resent as an indefinite postponement of the realisation of their dreams any attempt at a reduction of human misery. The army of the Revolution is recruited by the soldiers of Despair. Therefore, down with any scheme which gives men hope. In so far as it succeeds, it curtails our recruiting ground, and reinforces the ranks of our enemies."

These extracts may be usefully pondered by shipowners and others to whom Revolution would mean ruin, and who, nevertheless, blindly oppose reasonable and moderate demands such as the seamen make.

The result of the recent trial, Wilson *versus* Hornsby, at Liverpool, is, as we pointed out last week, a victory for the Seamen's Union and its general secretary, Mr. Wilson's honesty being so clear that nobody dared to impugn it in open court, although there may be people who sneak about back-biting and slandering him. On the other hand, the trial also brought out that the method of keeping the Union accounts has not always been so clear as to please everyone. And as the enemies of the Union have nothing else to fasten upon, they eagerly fasten upon this and try to use it to damage the cause. A correspondent, who signs himself "A Fireman," and says he is a member of the Glasgow Branch of the Union, writes to us on this subject, basing his remarks upon a report of the trial which appeared in a Welsh newspaper. As we have not seen that paper, we cannot pronounce an opinion on the merits of its report, but from our correspondent's remarks it would appear that the report is inaccurate, as he imagines that Mr. Wilson could not explain the Union accounts, and suggests that "Mr. Wilson be called upon by our Executive to

make a full and detailed explanation." In justice to Mr. Wilson, it is but fair to quote this, as we have no doubt that Mr. Wilson will be happy to afford the fullest explanation if it be required.

We are glad to record elsewhere votes of unabated confidence in Mr. Wilson, and thanking him for his great services to the Union, which have this week been enthusiastically adopted by the Liverpool, Bootle, Cardiff, Grimsby, and King's Lynn Branches of the Union. Similar resolutions will, no doubt, be passed at other Branch meetings. At Middlesbrough the appreciation of Mr. Wilson has taken the somewhat novel form of some capital verses, written in his honour by one of the members, the sentiments of which were endorsed by loud applause when they were read to the crowded meeting of the Branch this week.

TRAWLING IN THE NORTHUMBERLAND DISTRICT.—At an extraordinary meeting of the Northumberland Sea Fisheries District Committee the by-law has been confirmed, whereby no trawling for fish will be allowed in the Northumberland sea fisheries district.

THE SHIPOWNERS' FEDERATION AT HULL.—The Hull dockers, or at any rate a large number of them, have gone on strike. They have been induced to take this step because the steamer *Westella* is being discharged by free labour. When the Union men saw this was being done, they offered to discharge the ship, but the owners, who are members of the Shipowners' Federation, refused to discharge the free labour men. The result is that the dockers have determined to block all ships owned by members of the Shipowners' Federation, except the steamers of the Wilson Line. They have called out the labourers from all such vessels in two of the docks, and it is expected other dockers will be called out, as most of the vessels now in port are owned by members of the Federation. It is believed that the strike will become general, and the owners and men will try their strength. The owners say that they can in a short time find quite sufficient labourers, apart from the Unionists. The strike among the dock labourers has since extended to the Lightermen's Union, who have decided to support the dockers. The officials of the Seamen's and Firemen's Union held a meeting, and decided to call out all seamen and firemen from vessels owned by members of the Shipowners' Federation. A meeting of the Federation was held, and the conclusion was arrived at that the present was a suitable time for making a decided stand against the demands of the Seamen's and Firemen's Union.

ALLEGED ASSAULT BY A CAPTAIN.—At the Bristol Police Court on Dec. 22, Thomas Hoskins Gore, captain of the *Wells City* (s), was summoned for an assault upon Thomas Horton, an able seaman, on the high seas. Mr. H. H. Gore, who prosecuted, said on Nov. 22 the boatswain and the complainant, of the *Wells City*, had a quarrel, and the former wanted to fight. Subsequently the captain sent for the complainant, struck him, and afterwards put him in irons. The complainant said on the day in question the quarrel took place between himself and the boatswain. He was sent for by Captain Gore, who, after a little conversation, said he would have him put in irons. Witness remarked that it would be for nothing, and then the captain struck him repeatedly, whereupon he called out "Murder," and attempted to run up the ladder. He was brought back, and the captain kicked him, and had the irons put on, his hands being fastened behind him. For the defence, Mr. Parr said it was essential that discipline should be maintained on board ship at sea. Captain Gore denied the assault, and as to Horton, he was an insolent man, whose conduct tended to insubordination. Captain Gore, upon being examined, said on the voyage there were several complaints by the officers as to Horton's conduct. After Horton's insolence to the boatswain, witness said he would fine him two days' pay, and cautioned him that if he offended again he would be placed under arrest. He then became insolent to witness, who ordered the irons to be brought. Horton then put his hands up into his face saying, "Here you are then, put 'em on." He continued using abusive language, and witness put his hand over the man's mouth, but did not strike him. The magistrates did not consider the case proved, and dismissed it.

MARITIME DISASTERS IN 1890.

[FROM THE *Daily Chronicle*.]

Truly, in glancing over the list of maritime disasters during the last year, we cannot but confess that in spite of all the advances of science we make but slow progress in the direction of ensuring the safety of life and property at sea. The Board of Trade is still endeavouring to minimise as much as possible the dangers of the sea, and has during the last half-century succeeded in adding no fewer than 107 Acts of Parliament relating to maritime affairs to the Statute Book. Whether much good has resulted is a matter on which opinions vary.

January, 1890, was a bad month indeed. On Jan. 5 and 6, the National Line steamship *Erin*, with a crew of over 50, and 600 head of cattle on board, is supposed to have foundered with all hands. On Jan. 8 the petroleum steamer *Wildflower* was the cause, through alleged carelessness and ignorance, of the loss of one life and the damage to much property. The public is hardly yet aware of the risks attending the petroleum trade. On Jan. 19 the steamship *Cape Clear*, bound for Rosario, left Liverpool with a crew of 25, and has not since been heard of. It is supposed that she was run down by another vessel or else foundered in the very heavy weather that at that time prevailed. On the same date the fine line large iron sailing-ship *Penthesilea*, bound from Newport to Mauritius, stranded at Bideford. The vessel was very much damaged, but was eventually got off and taken to Liverpool, where she was repaired. During the same spell of bad weather the steamship *Hesper* sailed from Barry Dock to Genoa, and has not since been heard of. On Jan. 25, during the heavy gales that were then blowing, the barque *Thorne* went ashore at Douglas. In the same gale the fine new steel sailing ship *Iree* was stranded in Scratchells Bay, Isle of Wight, and the ship *Rohilla* was lost with all hands—about 30 souls—off the Dutch Coast. On Feb. 7 occurred the lamentable disaster on board Her Majesty's ship *Barracouta*, while running a speed trial at the mouth of the Thames. From some cause not clearly explained, the flames rushed out of the arches of the furnaces of the port boiler, filling the part closed in stokeholds, and severely burning the stokers, two of whom died from the injuries received. At the inquiry the conclusion arrived at was that the combustion chambers and tube-plates become overheated, and the steam escaped from the boiler, forcing the flames out of the furnaces. It was in consequence of this mishap that the Admiralty, in similar vessels, is dispensing with forced draught trials. The *Barracouta* is now being fitted for service. On Feb. 12, in Australian waters, the large four-masted steel sailing ship *Holyhead* was run ashore under somewhat extraordinary circumstances, and became a total wreck.

On Feb. 24 the steamship *Claymore*, in broad daylight, ran down the fine iron British clipper ship *Coriolanus*. The latter, although much damaged, was saved from foundering by her bulkheads. Her crew of foreigners (including the captain) abandoned the vessel, but she was afterwards picked up derelict, and towed into Queenstown by the steamship *Barbarian*. As the *Coriolanus* was laden with a valuable cargo of nitrate, the salvage amounted to a large sum. On Feb. 28 a very sad disaster occurred. The British India Company's steamship *Quetta*, homeward bound from Queensland, when passing through the Torres Strait, struck an unknown rock, went over it, and sank in deep water. No fewer than 133 lives were lost. By this occurrence many a home, both in England and Australia, was left desolate. It becomes a question whether passenger steamers should not be built with watertight flats, or in other words, in horizontal watertight compartments, as well as in vertical ones. On Mar. 9 the barque *Abbey Town* was lost off Calais. On Mar. 11 the steamship *Gulf of Aden*, when off the Straits of Magellan, foundered with the loss of 77 lives. On Mar. 16 the steamship *Bayswater*, with a crew of 25, sailed from New York, and has not since been heard of. The same fate befel the ship *Harvard Castle*, with a crew of 30 men, that sailed from Newcastle, N.S.W., for Valparaiso on Mar. 26. On Mar. 25 the Inman twin screw steamer *City of Paris*, supposed to be the finest merchant vessel afloat, narrowly escaped a grave disaster. Her starboard tail-end shaft wore down the sternbush, and the torsional stress thus set up caused the 20-inch steel shaft to snap suddenly. The engines, developing some 9,000-horse power, were released of their load, and in less than two minutes damage to the extent of over £70,000 was done in the engine room alone. The *City of Paris* had on board 687 passengers, and a crew of over 150. Their lives were saved by the fact that the ship was built in compartments by means of longitudinal and transverse bulkheads. On April 17 the sailing ship *Cambrian Duchess* was

abandoned in a sinking state in the South Atlantic. The crew suffered very seriously from exposure before they were rescued by the *Seatoller*. On April 16 the steamship *Julia Wiener*, from Newcastle for London, capsized. In this case 11 lives were lost. On May 7 the Holt Line steamer *Ulysses* was wrecked through the influence of an unknown current on the coast of Japan. On May 16 the British India Company's steamer *Dacca*, with 464 passengers, bound to Brisbane, struck on the Dædalus shoal, in the Red Sea. Fortunately assistance was at hand, and before the vessel foundered, which she ultimately did, all the passengers and crew were safely landed. On June 8 one of the finest Atlantic steamers, the *City of Rome*, with 816 passengers on board and a crew of 200, narrowly escaped the fate of the *Quetta*. She ran ashore on the Fastnet Rock in a thick fog. Fortunately she was going dead slow. Had she been going at full speed she would have torn her bottom out. A serious collision occurred on June 24. The barque *Ethel*, outward bound to Tasmania, was run down and sunk in the English Channel by the *Umbilo*. On July 19 the steamship *Gulf of St. Vincent* struck an unknown rock off the West Monse, Anglesa, and became a total wreck. This accident and that of the *Quetta* show the necessity of frequent surveys. Many hidden rocks and shoals exist which are not marked on any chart. Another case of defective surveys was shown by the loss of the *Idaho*—a fine steamer in the Atlantic trade—off Anticosti, on July 23. Quite recently a rock was discovered off the Banks of Newfoundland, and which had doubtless caused the loss of many a vessel. On July 18 the National Line steamer *Egypt* was abandoned on fire in the North Atlantic. She was laden with cotton and general produce, and also had 600 head of cattle on board, all of which were roasted to death. The scandalous way in which American cotton is packed has caused the loss of many a fine ship. Fortunately the crew of the *Egypt* were rescued. On August 28, during an ordinary West Indian cyclone, the Red Cross Line steamship *Portuense* foundered off Antigua. Nine lives were lost. A sad catastrophe was that which occurred off the coast of Jersey on the night of Oct. 30, when the schooner *Cornelius Hargreaves* collided with and sunk the Spanish steamer *Vicaya*. The loss of life occasioned was very large, over 90 persons perishing. The most serious disaster of the year, and one which has excited the deepest feeling of regret and sympathy, is undoubtedly the loss of Her Majesty's ship *Serpent*. Over 170 lives were lost. It is a case of satisfaction, even in so melancholy a matter, to reflect that up to the last the officers and crew behaved with that discipline and devotion to duty that characterises the British Royal Navy. On Dec. 5, the P. and O. Company's steamship *Hong Kong* ran ashore on Azalia Reef, near Perim, at the entrance to the Red Sea, and is now a total wreck. She was quite a new vessel, costing some £700,000. Fortunately no lives were lost. As showing how misfortunes never come singly, the same company have just lost another of their fine steamers. The *Nepaul*, while entering Plymouth Sound on the night of Dec. 11, ran on the Shagstone Rock, and is now a total wreck. In conclusion, it may be remarked that on the whole 1890 has been a bad year for shipowners and underwriters. In the above sketch only those disasters that are of public interest have been mentioned. Nothing has been said of accidents, strandings, and collisions happening daily to small vessels. Not a day passes but some maritime disaster occurs in some part of the world. Very much remains to be done to render life and property safe at sea. The improvement must be in the direction of better education and training for captains, officers, and sailors. There ought also be a more scientific method of building ships.

Just when we were thinking of the kind of Christmas that thousands of sailors were spending on board ship in various parts of the world, comes the news of another of these terrible but common disasters which cast a gloom over so many homes. The British ship *Talookdar*, from Calcutta for London, and the German ship *Libussa*, from Hamburg for Valparaiso, have been in collision. The former vessel sank, and the latter has put into Pernambuco badly damaged. Twenty-seven of the crew and the captain of the *Talookdar* were drowned. On the same date news arrived from Canada that owing to the terrible North Atlantic storms over 60 ships are supposed to be lost on the coast of Newfoundland. Truly "there is sorrow on the sea," sorrow in many homes.

Mr. WILLIAM OLIFF, the chairman of the West India and Pacific Steamship Company, is issuing a pamphlet on the question of the comparative temperance of British and foreign seamen.

SEAFARING DISASTERS.

Alethea, of West Hartlepool, from Riga, struck the pier at Calais, Dec. 29, vessel and pier rather seriously damaged.

Alpha, from Antwerp for Christiania, has gone ashore and lies badly; obliged to lighten by throwing part of cargo overboard; passengers saved.

Boskenna Bay, British s, Bremen for New York, arrived at St. Michaels on Dec. 23, with rudder quadrant broken.

Bala, British s, Cardiff to Port Said, has put into Gibraltar with condensers out of order.

Bess Mitchell, schooner, Swansea to Wells (coals), has grounded on West Sands, Wells.

Billow, British s, is aground in port at Sulina.

Carrie Harvey, of Plymouth, has arrived at Bristol from St. John's N.F., with general goods, and reports that she was lying in a hurricane on the 15th inst. in 49.30 N., 23.40 W., in Atlantic Ocean, when she shipped a tremendous sea over the starboard bow, smashing the boat galley bulwarks on the port side, and washing all movable things off the deck, a quantity of water went into the cabin and no doubt the hold; vessel laboured and strained a good deal and made water.

Drummond, s, from Brunswick, and *Sigurd*, from Bay Verte, were in collision in Mersey at Liverpool, Dec. 26. Former at anchor, and sustained serious damage to bows, etc., was towed into Alfred Dock.

Emma Payzant, British barque, from Philadelphia for Dunkirk, has put into St. Thomas with rudder-head sprung and cargo shifted.

Gorri, s, fire on board at Perim has been extinguished. Damage serious in after hold. Discharging her cargo for survey and repairs.

Greystoke, British steamer, has arrived at Gibraltar with cargo shifted.

Golconda, s, belonging to the British India Steam Navigation Company, outward bound, took fire in port at Diamond Harbour; since extinguished. Goods in forehold burnt, goods in main hold damaged. Expected to sail in a few days.

Glengelder, s, previously reported beached at Cardiff, after collision, was afterwards floated and safely berthed in Ely River.

Helton, previously reported ashore near Melbourne, has been assisted off undamaged, and has put in with small-pox on board; one death. Vessel has been placed in quarantine.

Holyrood, British s, Cardiff for Madras, has arrived at Suez with her propeller worked loose.

Helena, of Whitby, when attempting to dock at Cardiff, Dec. 30, ran into and sank a smack, name at present unknown. Steamer ran ashore on west mud and remains.

Iris, of Grimstadt, from London to Grimstadt, in ballast, is ashore at Kinsea. Crew saved by rocket apparatus. Vessel will become a total wreck.

Imogene has arrived at St. John's, N.F., from Swansea, with considerable damage, 70 days out.

Linn o' Dee, British steamer, which grounded near Cuxhaven, has been assisted afloat.

Liscard, s, New York for Lisbon, put into Boston with machinery deranged, lost boats, etc., and with 21 inches of water in hold.

Melbourne, British s, from Odessa for Rotterdam, grounded on her way up the river, and remains.

Manchester, British steamer, has arrived at Gibraltar with cargo shifted.

Oakdene, British steamer, loading at North Sydney, C.B., has been in collision with the pier. Damage serious. Damaged above the water-line. Will proceed to Halifax for repairs.

Pelican, s, has cover of cylinder cracked, at Port Said. Repairs will require about ten days.

Rialto, s, from Baltimore for Antwerp (general and cable), arrived at Falmouth. Thrust, intermediate, and crank shaft broken Dec. 17. Was taken in tow 25th by steamer *Coomassie*, New Orleans for Havre.

Rhosina, British steamer, has arrived at Gibraltar with cargo shifted.

Sigurd, s, see *Drummond*.

St. Donats, s, has been met fifteen miles south of Carlsfort, with machinery damaged.

St. Asaph, British s, took fire in port at Bremen, but the fire was extinguished before much damage was done. She is discharging her cargo.

Shammut, New York for Mon'e Video, has returned to New York, reported probably leaking.

Strathclyde, from Yokohama, arrived at San Francisco with decks swept, having experienced heavy weather. She has sustained slight damage.

Sianghai, s, totally lost by fire at sea near Wuhu; 60 native passengers supposed to be drowned.

St. Katherine, from New York for Melbourne, has been spoken off Fire Island returning with loss of main masthead and mizzen topmast.

Tento, for Cardiff, has put back and docked at Liverpool, having been in collision.

Topsy, totally at Caymanbrae, Dec. 17.
Thessaly, British s, from New Orleans for Hamburg, has been abandoned on fire in the North Sea. Crew landed at Geestemunde.

Unicorn, of Alnwick, London to Lancaster, has put into Fleetwood leaking badly, after being ashore.

Windermere, British barque, has put into Monte Video damaged by collision.

W. J. Ratcliffe, Odessa for Rotterdam, grounded in the river at Maasluis, Dec. 29, and remains.

Wave, steamer, of West Hartlepool, when proceeding from Gunn's Dry Dock to Penarth, ran ashore near Penarth Pier, and remains. Strong easterly wind.

Wastwater, which left Perim homeward bound, is reported ashore 20 miles from Perim. Salvage steamer sent in search.

White Heather, British yacht, encountered a heavy gale in the Bay of Biscay, on Dec. 21, and lost a boat, gears, binnacle broken.

William Le Lacheur arrived at Honolulu Dec. 11, damaged to extent of about £600 to £800.

THE MURDER ON THE HIGH SEAS.—The widow of Captain Lyall, of the Liverpool ship *Buckingham*, who was murdered by a Lascar on the high seas, arrived at Queenstown on Dec. 26 from New York in the *City of Berlin*, and proceeded to Liverpool, where the alleged murderer will be tried. He also is on his way to Liverpool under escort, on board another steamer.

SEAMEN'S UNION AND THE COAL PORTERS.—In connection with the recent strike at the docks against the new system of engaging and discharging the crews of the New Zealand Shipping Company, the British India Steamship Company, and the Shaw, Savill, and Albion Company's boats, it is stated that the Sailors' and Firemen's Union have handed the coal porters who struck in their support a cheque for £200 towards their strike pay and other expenses.

At the Thames Police Court on Dec. 30 Johann Bock, 48, carpenter on board the steamship *Albatross*, now lying in the St. Katharine Dock, was charged with concealing 7 lbs. of tobacco, the single value and duty of which amounted to £2 5s. 6d., with intent to defraud Her Majesty's Customs. Defendant pleaded "Guilty," and had nothing to say in answer to the charge. Mr. Mead fined him the treble value and duty, £6 16s. 6d., or, in default, 21 days' imprisonment.

A FIREMAN'S SUCCESSFUL CLAIM.—At the Liverpool Police Court on Dec. 30 Charles Heary summoned the Inman and International Steamship Company for £5 13s. 4d., wages earned at sea as fireman on board the *Lord Clive*. The case for the complainant was that he had signed articles as fireman at the rate of £5 per month. He had, so it was alleged, grumbled at the quality of the food, and occasion was taken, under the excuse of incompetency and use of bad language, to fine him twice—the total amount being 15s.—and to reduce him to the position of a trimmer, who would only be paid at the rate of £4 10s. a month. Mr. Murphy, for complainant, contended that the defendants had no right under the articles to deal with Heary as they had done, and he challenged them to show their power. The Bench ordered the amount claimed to be paid, less 9s. 8d., the sum that could legally be deducted from Heary from the date he was disgraced. They could not allow the fines to be deducted from the man, the Bench being of opinion that the defendants had taken course otherwise than allowed by the Act.

SEAMEN RECOVER THEIR WAGES.—At the Swansea Police Court, the case in which two seamen named Bowden and Rigby brought claims for wages against the captain of the steamship *Starlight* was adjudicated upon by the stipendiary. The captain was put into the box by Mr. Paton, and said that both complainants left his vessel without leave at Savannah, and by the advice of the vice-consul he had them arrested. The cost of the arrest was 45 dollars 40 cents, and this was the sum he now claimed to have deducted from their wages. The stipendiary said he had looked carefully through the statute, and found that leaving a ship without sanction was not an offence. If the water supply of the ship was bad it was quite excusable of the complainants to state their grievance to the vice-consul, and, as a matter of fact, such a contingency was actually provided for in the statute. Under the circumstances, he thought the proceedings of the captain were harsh and unreasonable. If the captain took his (the stipendiary's) advice, he would in future zealously preserve the liberty of the subject, and take with him, not only his sextant and compasses, but the Act of Parliament as well. He made an order for the full wages to be paid, with costs.

SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

AS THE
ENTRANCE FEE IS BEING RAISED,

THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.

Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:

SAMUEL PLIMSOLL, Esq.

General Secretary: J. Havelock Wilson.
Central Office: 19, Buckingham-street, Strand,
London.

Among the chief objects of this powerful Union

are:—

To obtain reasonable Hours of Duty, and main-

tain a fair rate of wages;

To provide for the safety of Ship's Work;

To provide a good Class of Men, who shall be on

board at the appointed time, and in a sober con-

dition, ready for work;

To provide assistance in case of Illness, Accident,

and Shipwreck; and

To provide Legal Assistance for all Claims and

defences.

Full particulars may be had of any of the Secre-

taries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street,

secretary; J. S. Watt, Esq., advocate, 7, King

street, law agent. Meeting, in the Offices,

49, Marischal-street—contributions, 7 p.m.;

business, 8 p.m., every Monday evening.

AMELE.—G. H. Guthrie, 27, Broomhall-street, via

Acklington.

ANTWERP.—

ARBOATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—W. Galbraith, 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-

road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 34, Sydenham-street,

near Shipping Office, Barry Dock, secre-

tary; J. H. Jones, Esq., St. Mary-street,

Cardiff, solicitor; Dr. Gore, medical officer, High-

street, Barry; R. R. Golden, Station-road, Barry

Dock, delegate. Meeting, Thursday evening, 7.30,

at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st.

Meeting, every Wednesday evening at 7.30 p.m.

BLYTH.—James Heatley, 9, Market-street. Meet-

ing, Tuesday evening, 7 o'clock, at Mr.

Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—F. F. Gant, Pierhead. Office hours,

9 a.m. to 5 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-

street, agent; W. Bennett, 14, South-street,

King's Lynn, secretary.

BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-

square, secretary; Captain Geo. Cawley,

president; Dr. Walker, 115, New Cut, medical

officer; Mr. ——— solicitor; Captain Langdon,

69, Queen-square, treasurer; C. Jarman,

delegate. Meetings, every Monday evening,

7.30, at The Ship, Redcliff Hill.

BUENTISLAND.—Jas. Moody, 12, Somerville-street,

secretary, who is to be found at the office till

9.30 p.m. any night; Alexander Mackintosh,

Esq., 41, High-street, law agent. Meeting,

every Monday evening at 7 p.m.

CALCUTTA.—70, Bentinck-street.

CARDIFF.—John Gardner, Sailors' Union Institute,

West Bute-street, secretary Dr. De Vere

DUNDALK.—Thos. McKevitt, Quay-street, secretary.

DUNGARVAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's

Union, corner of Dock and Albert-streets,

secretary; F. Addie, Esq., solicitor. Meeting,

Monday evening, 7 p.m.

GRAVESEND.—John Degnin, secretary, Plimsoll

House, The Terrace, Gravesend. Meetings,

Monday, 7.30 p.m., at same address.

GLASGOW.—J. D. Boyd, 13, James Watt-street,

secretary; R. A. Rennie, Esq., 146, West

Regent-street, law agent. Meeting, Thursday

evening, 7.30 p.m., at 102, Maxwell-street.

Telephone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole,

sec.; R. W. E. Whitehead, Esq., Bowlalley-lane,

Hull, solicitor. Meetings, Tuesday and Friday

evenings, 7.30 p.m.

GRANGEMOUTH.—Edwin Cowie, Seamen's Union

6, South Charlotte-street, secretary. Office

hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m.

to 1 p.m.) Wm. M. Anderson, Esq., Grange-

street, solicitor. Meeting, Monday evening,

at 7 p.m., at office.

GRAYS.—Wm. Wall 18, Charles-street. Meeting

every Wednesday 7 p.m., at the Queen's Hotel,

High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1,

Kent-st., secretary; Geo. Ide, outside dele-

gate; R. W. E. Whitehead, Esq., Bowlalley-

lane, Hull, solicitor. Meetings, Monday and

Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-

street, Gorleston. Meetings at 7, Friars-lane,

every alternate Monday evening, and at 121,

High-st., Gorleston, every alternate Monday.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—

HARWICH.—George Stewart, sec., Ship Inn, King's

Quay-st. Meeting, Friday, 7 p.m.

HULL.—J. Hill, Unity Hall, and 11, Posterngate,

sec.; T. Carr and A. Clark, outside delegates; R.

W. E. Whitehead, Esq., Bowlalley-lane, solicitor;

Rev. W. R. Welch, hon. chaplain. Meeting nights,

Tuesday and Friday, at 7.30, in Unity Hall.

Office, 11, Posterngate. Fishermen's Section,

65, West Dock-avenue; J. Lee, secretary.

Meeting, Monday, 2.30 p.m.

KING'S LYNN.—Wm. Bennett, Seamen's Union

Offices, St. Ann-street, secretary. Meeting

Friday evening, 8 p.m., at Royal Standard,

County Court-road.

LEITH.—Robert Smith, Seamen's Union Offices,

15, Commercial-street (opposite Shipping

Office), secretary; W. J. Haig Scott, Esq.,

S.S.O., Constitution-street, Leith, solicitor;

Gilbert Archer, Esq., J.P., treasurer; Mr.

James Brown, outside delegate. Meetings

held on Tuesday evenings, at 7.30 p.m., in

Lifeboat Hall, Blackburn-buildings, Tolbooth

Wynd, Leith. Telephone No. 355.

LIVERPOOL (Branch No. 1).—S. G. Brown, Malakoff

Hall, Cleveland-square, sec.; George Garrett

and W. H. Noble, outside delegates; W.

Atcherley Tetlow, Esq., 8, Westminster-cham-

bers, Liverpool, solicitor. Meeting, Monday

evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(Branch No. 2).—T. Connarty, 133,

Derby-road, Bootle, secretary; W. A. Tetlow,

Esq., 8, Westminster-chambers, Liverpool,

solicitor.

LIVERPOOL (Branch No. 3).—J. Conway, 19, Stan-

hope-street, South Docks.

LIVERPOOL (Branch No. 4).—P. Marmion, secre-

tary, 12, Boundary-street, North End, close to

LONDON.—(Rotherhithe and Deptford Branch).—

C. Wykes, 2, Chichester Villas, Lower-road,

Deptford, secretary. Meeting, Monday even-

ing, 7.30 p.m., at Chichester Tavern. Office

hours, 10 a.m. to 6.30 p.m., and every Thursday

till 7.30 p.m. R. Mathews, outside delegate. T.

Watson Brown, Esq., B.A., LL.B., 20, East

India-road, solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Ship-

ping Office, Tidal Basin, E. Meeting, Friday

evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-

road, medical officer. Telephone No. 5214. T.

Watson Brown, Esq., B.A., LL.B., 20, East

India-road, solicitor.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17,

King-st. (over Lockhart's Cocoa Rooms). Meet-

ing every Tuesday evening, in the office, at 8.

T. Watson Brown, Esq., B.A., LL.B., 20,

East India-road, solicitor.

LONDON (Green's Home Branch).—A. Mercer, 5,

Jeremiah-street, East India-road, E. secretary;

Dr. Hope, medical officer; T. Watson Brown, Esq.,

B.A., LL.P., 20, East India-road, solicitor.

Meeting, Thursday evening, 8 p.m., at Wade's

Arms, Poplar. Telephone No. 5213.

LONDON (Tug-Port Branch).—G. Donaldson, 10,

Cold Harbour, Blackwall, secretary. Office

hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

LONDONDERRY.—A. O'Hea, 27, William-street.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's

terrace, Lorne Park-road, South Lowestoft.

MARYPORT.—J. Smith Elliott-yard, Senhouse-

street, secretary, resides on the premises

where he can be seen at any time. Meeting,

Monday evening 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO.—George Cathey, Robinson's Market

Hotel, Market-place, secretary; Dr. Ellerton,

38, Gosford-street, medical officer; J. J.

Bentham, Esq., 68, John-st., Sunderland, solici-

tor; William Jackson, outside delegate,

General meeting, Monday, 7 p.m., at Robinson's

Market Hotel; committee meeting, Thursday

evening, at 7 p.m. Telephone No. 5127.

MONTROSE.—John Wood, 17, Ferry-street.

Meeting, Monday evening, 7.30, at office.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad

Chare, Quay-side; H. W. Newton, Esq., 2,

Elliason-place, medical officer; R. Jacks, Esq.,

King-street, South Shields, solicitor; Meetings,

Mondays and Fridays, at Lockhart's Cocoa

Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street,

secretary; Dr. Pratt, Ruperra-street, medical

officer; Digby Powell, Esq., Dock-street,

solicitor; Mr. G. Campbell, outside delegate.

Meeting, Thursday evening, 7.30, at Trade-

men's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. T.

McKevitt, Quay-street, Dundalk, secretary.

PETERHEAD.—T. D. Rennie, 66, Queen-street, sec.

Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m.

to 2 p.m. Saturdays urgent business only. Meet-

ing, 50, Broad-st., first Tuesday in month at 8.

PENARTH.—J. Harrison, 34, Sydenham-street,

near Shipping Office, Barry Dock, secretary;

J. Cox, 26, Olive-crescent, Cogon, Penarth,

delegate; J. H. Jones, Esq., St. Mary-street,

Cardiff, solicitor; Dr. De Vere Hunt, medical

officer, Westbourne-crescent, Canton Bridge,

Cardiff, attends daily at the Union Offices,

Cardiff, at noon, for Penarth members. Meet-

ing, Thursday evening, 7.30 p.m., at Barry

Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, N. S. & F. U. Office,

Forester's Hall, Nott-st., sec.; F. Cecil Lane,

Esq., 1, George-st., Plymouth, solicitor. Meet-

ings, Tuesday evening, 7 p.m., at the office.

PORT GLASGOW.—G. McNaught, 16, East India

Breast, Greenock.

PORTSMOUTH.—W. Thorburn, 38, St. John's-road,

Threatham.

ROTTERDAM (Holland).—J. R. de Vries, secretary,

Office, Wester Kade, No. 2, near Sailors' Home

and Shipping Office.

RUNCORN.—T. H. Thompson, Waterloo Hotel, Top

Locks, agent.

SEAHAM HARBOUR.—Richard Raine, Duke of Wel-

lington Hotel, Railway-street, South.

SHARPNES.—

SHIELDS (South).—D. Clement, Seamen's National

Union Hall, Coronation-street, secretary; G.

Cowie, assistant secretary; Dr. Robson,

medical officer, 1, Regent-street; solicitor, R.

Jacks, Esq., 72, King-street. Meeting nights,

Monday at 7 p.m.; committee meeting, Friday

night, at 7 p.m. Sub-Branch—J. Longin, river

P. WOMERSLEY,
DRAPER,
OUTFITTER,
TAILOR,
HOSIER,

AND

SHIRT MAKER,
 32, 33, 34, 37, & 39, Victoria Dock-rd.,
 LONDON, E.

ALL KINDS OF

SEAMEN'S CLOTHING.

MASTERS & Co.

THE

CARDIFF, SWANSEA, AND
NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & Co.,

29 & 30, ST. MARY STREET,
 292, BUTE STREET, CARDIFF.

MASTERS & Co.,

18 & 19, CASTLE STREET, SWANSEA.

MASTERS & Co.,

39 & 40, HIGH STREET, NEWPORT.

THE BEST HOUSE FOR

SAILORS' & FIREMEN'S BOOTS & SHOES

IS

S. VINICOMBE'S,
 11 & 23, VICTORIA DOCK RD., E.
 ESTABLISHED 1867.

9th Year of Publication.]

[Book Form.

THE MERCHANT SHIPPING
ALMANAC—1891;

AND

HANDY GUIDE

TO THE

LAW AND PRACTICE

OF THE

Board of Trade Mercantile Marine Offices.

Containing a Summary of the Merchant Shipping
 Acts, 1854 to 1890, regarding the

ENGAGEMENT AND DISCHARGE OF SEAMEN, ALLOTMENTS
 ADVANCES, CERTIFICATES OF MASTERS, MATES, AND
 ENGINEERS, ROYAL NAVAL RESERVE COMMISSIONS,
 SURVEYS OF SHIPS, SEAMEN'S SAVINGS BANKS AND MONY
 ORDERS, MODE OF CLEARANCE OF SHIPS AT CUSTOM HOUSE,
 AND MERCANTILE MARINE OFFICES.

NEW LOAD-LINE ACT, 1890.

Regulations of Board of Trade under recent Merchant Shipping (Life-Saving Appliances) Act, Tide Tables, &c., &c., and other information for Shipowners, Masters, Officers, and Seamen.

3,000 ANNUAL SUBSCRIBERS

Compiled by N. FITZGERALD, Deputy Superintendent,
 Board of Trade Mercantile Marine Office, Tilbury, LONDON.

Printed and Published by Daniel Greenway, 30, Cannon St.
 Street, London, E.C.

PRICE ONE SHILLING.

MASTERS' AND MATES'
EXAMINATION.

A GRADUATE prepares Candidates for the above in Navigation and Nautical Astronomy, the science also taught midshipmen and apprentices Individual attention. Terms moderate. Address—8, Princess Terrace, Greengate, Barking-rd., London, E.
 Convenient to the Docks.

SAILORS' AND FIREMEN'S UNION
NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen
 Arbroath
 Barrow-in-Furness
 Barry
 Birkenhead
 Blyth
 Bootle
 Bristol
 Cardiff
 Deptford & Rotherhithe
 Drogheda
 Dublin
 Dundalk
 Dundee
 Goo'e
 Grangemouth
 Grimsby

Hull
 King's Lynn
 Liverpool
 Londonderry
 Middlesbrough
 Montrose
 Newcastle-on-Tyne
 Newport
 Newry
 Plymouth
 Sutherland
 Shields (North)
 Shields (South)
 Stockton
 Swansea
 West Hartlepool
 Whitby

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

COPENHAGEN BRANCH.

The office of the Copenhagen Branch is removed to OSTERGATE No. 32, Thalia, Copenhagen.—VICTOR BACKE, Secretary.

DUBLIN BRANCH.

On and after the 30th day of December, 1890, any member six months in arrears will be struck off the roll of membership, and his name inserted in SEAFARING as a non-Union man. And the name of any member three months (or 13 weeks) in arrear of his contributions, will be posted on the black list in the office. And every member must have the ten shillings levy cleared on or before the 20th day of March, 1891.—MICHAEL BOLGER, Secretary.

GOOLE BRANCH.

All members who are three months in arrear on January 1, 1891, will be posted on the black board in the office; and all members must pay the levy by the end of March, 1891.—W. R. CHAPPELL, Sec.

NEWCASTLE BRANCH.

Look out for George Brown, sen., steward, and George Brown, jun., fireman, two supposed members of the Newcastle Branch.—JOHN MANSELL, Secretary.

TOWER HILL BRANCH.

NOTICE TO BRANCH SECRETARIES AND OTHERS.—Please telegraph to Tower Hill Branch at once on learning of the steamship *Strathendrick's* (of Glasgow) arrival at your port.—J. WILDOOSE, Secretary.

ALL SEAMEN COMING TO GRIMSBY,
 GO TO

JOHN ODLING,
TAILOR, CLOTHIER, & OUTFITTER,
10 CLEETHORPE ROAD,
GRIMSBY.

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E. to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

NOTICES.

"SEAFARING."

Published every Saturday, price, One Penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

Twelve Months 6s. 6d.
 Six Months 3s. 3d.
 Three Months 1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union. All subscriptions must be paid in advance.

"SEAFARING" ADVERTISEMENT SCALE.

ORDINARY POSITION.

	1	13	26	52
Insertion	Insertions	Insertions	Insertions	Insertions
One Page	2 10 0			
Half-Page	1 7 6			
One-third Page	0 18 6			
One-sixth Page	0 10 6	1 1/2 %	15 %	21 %
Three inches	0 7 6	Discount.	Discount.	Discount.
Two inches	0 5 6			
One inch	0 3 0			

Facing Leader, 20 % more than above prices.

Quotations given for special advertisements; 5 % discount off above prices allowed when accounts are paid monthly; liberal discount for cash with order.

PREPAID ADVERTISEMENTS.

Prepaid Advertisements, not exceeding 35 words in length, and set in same type as news (not displayed), are charged at the rate of 1s. for one insertion, or 2s. for three insertions.

Special terms for recommended Boarding Houses (see page 15).

Seafaring.

SATURDAY, JANUARY 3, 1891.

DEFYING THE LAW.

Although, writes a correspondent, masters and seamen serving in the coasting trade are amenable to the various Merchant Shipping Acts, the practice of them have, comparatively speaking, become a dead letter. Masters in the coasting trade care little about their agreements with seamen, and daily commit glaring breaches of the law; in fact, the agreements are simply entered into, if at all, to be broken—a matter of form. This loose way is very detrimental to the sailors' interests, and more often than not results in a loss of money to them. It cannot be asserted that such contraventions are totally caused through ignorance, for the majority of the masters are quite intelligent men, and we find that a fair proportion of them are either part or sole owners of the vessels they command. We can only attribute the cause to a want of proper supervision on the part of the authorities.

Masters of coasting vessels are required to deposit the agreements with their crews, together with the official log book, at the Mercantile Marine Office at the end of each half year, when they are supposed to be thoroughly checked. The vessels are then cleared for the ensuing six months. Unless an agreement happens to be brought forward in a case of dispute, the shipping officials never inspect the same for six months. Such laxity should not be. If laws are made for this class of seamen, it should certainly be the duty of the authori-

ties to ascertain that they are being complied with. It occurs to us that these vessels should be boarded with this view if the masters are not required to produce their agreements at frequent periods. It is an acknowledged fact that often agreements are not thought of until the time of delivery, when, as some time ago we read in a South Wales paper, in connection with a police court case against one of these masters, an assertion by a superintendent of the Board of Trade, the articles were "cooked" in the broker's offices for the purpose.

The master of every ship of eighty tons and upwards is required to enter into an agreement with every seaman whom he carries to sea. These are to terminate on the next June 30 or Dec. 31 after commencement. The master is also required, before the vessel puts to sea, if practicable, and if not, as soon afterwards as possible, to cause the agreement to be read over and explained to each seaman, and the seaman must sign the same in the presence of a witness who has to attest it. The matter of reading or explaining the agreement, in this particular trade, is, on the whole, prominent in its non-observance. In a great number of instances that have come under our notice the signing of the agreement has even been neglected. This is an important matter, and places the seamen in a very false position; in fact, it deprives them of their rights and remedies which they are entitled to under the Merchant Shipping Acts. Cases have also occurred in which the wages have not been inserted in the agreement, although the men have signed. It may be said the latter is the fault of the sailor for not seeing it inserted before he signs, but our readers will readily understand the rush made when called into the cabin to sign when the ship is under weigh. It is base ingratitude, if a sailor places implicit trust in his master at such a time, to take him at a disadvantage.

Upon the discharge of any seaman, or upon payment of wages, the master has to sign and give a certificate of discharge, specifying the period of service, and the time and place of discharge. Notwithstanding the liability to a penalty of £10 for failing to do so, it is seldom done. Masters seem to be under the impression that if a sailor does not demand a discharge, it need not be given, but this is a fallacy, as the law makes it compulsory for the master to give it.

The Act of 1880, though making an additional measure in regard to payment of wages in the foreign trade, did not affect the coasting trade. The wages therefore have to be paid within two days after the termination of the agreement, or at the time when the seaman is discharged, whichever first happens; for neglect or refusal without sufficient cause to pay the wages in this manner, the master or owner shall pay to the seaman a sum not exceeding the amount of two days' pay for each of the days, not exceeding ten days, for which payment is delayed, and such sum is recoverable as wages.

Seamen's wages on the coast are either by the month, share, or voyage. Men should, however, be chary about signing for the latter, for it invariably ends in loss. Masters engage men by the voyage, when they have not obtained a charter for the ship beyond what is understood as the half voyage. The men being disappointed at being thus deceived, naturally try to get themselves released from such a doubtful agreement. This is refused them, perhaps

with a view to avoid payment of any wages, but we are of the opinion that a Court, having the power under the Merchant Ship Act of 1880 to rescind any contract between a master and seaman upon such terms as the Court may think just, would do so in such a case as this, and it certainly would be a question whether the seamen were not entitled to their pay for the full voyage.

It behoves seamen to thoroughly make themselves acquainted with the terms of agreement before signing. Most coasting seamen now enjoy the benefits of the Seamen's Union, and know how much has been done by the Union in obtaining justice for them in such cases as we have described, and those who have not yet enrolled should lose no time in doing so. It is not enough to stand by and look on, but they must assist one another. There are penalties prescribed by the law for infractions of the same, and the authorities having knowledge that flagrant breaches are committed, as we have shown, should take proceedings against the offenders, and put a stop to the gross injustices practised upon seamen.

ON Saturday, in Swanage, a new lifeboat, presented by Lady Erle in memory of her late husband, Sir William Erle, was launched. The boat was christened *William Erle*.

MISSING VESSEL.—*Strathearn*, s, M'Diarmid, of Glasgow, official No 92,041, sailed from Nagasaki, with a cargo of sugar, etc., for San Francisco, on Sept. 17, and has not since been heard of.

A NEW PORT IN LAPLAND.—In the course of the new year the construction of a new commercial port on the Mourman coast (the north of Lapland) will be commenced at a place called Tiriberka. These harbour works are expected to occupy five or six years in their completion.

THE brig *Agatha*, of Lynn, has had a narrow escape from total destruction by fire at the mouth of the Medway. The outbreak is believed to have been caused by the overheating of a flue in the captain's cabin. Four hours elapsed before the fire was extinguished, and the after part of the ship was completely burnt out.

SUICIDE AT SEA.—The White Star steamer *Britannic*, Captain Davidson, arrived at Queens-town from New York, reported that a steerage passenger named John Murphy committed suicide by jumping overboard. The steamer was quickly stopped and a boat launched, but the unfortunate man disappeared before it could reach him.

FORGING SEAMEN'S ADVANCE NOTES.—At the Thames Police Court, on Dec. 26, James O'Brian, 41, described as a ship's boatswain, was charged on a warrant with forging and uttering a seaman's advance note for £5 10s. with intent to defraud. The prosecutor was George Spencer, of 2 Sharp's-buildings, Tower Hill. The prisoner was remanded.

THE SEAMEN'S UNION AND THE CORK STRIKE.—The strike of the labourers against the Cork Steam Navigation Company is to enter on a new stage by the Seamen's and Firemen's Union chartering two steamers to carry cattle between Cork and Liverpool. The Cork cattle dealers have decided to ship their cattle by the Union boats in preference to those of the Cork Steam Navigation Company. The secretary of the Seamen's and Firemen's Union states that the chartering of the two steamers will find employment for all the men out in consequence of the strike, and that other steamers will be chartered if trade demands it.

CHARGE AGAINST SEAMEN.—At the Thames Police Court on Dec. 30 Edward McGuire and Frank Brady, seamen on board the *Parthian*, lying in the South West India Docks, were summoned for continued wilful disobedience to lawful commands. Mr. George H. Young, solicitor, prosecuted, and Mr. Brown, solicitor, defended on behalf of the Seamen's and Firemen's Union. The magistrate thought the case against McGuire was not a very bad one, but the captain did quite right in bringing him to that Court. McGuire would be fined £3, or, in default, seven days' imprisonment. The summons against Brady would be dismissed on a technical objection raised by Mr. Brown, but he cautioned him as to his future behaviour. McGuire's fine was paid.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

At a meeting of Tidal Basin Branch, held in the Schoolroom, Tidal Basin, Dec. 20, Bro Starr in the chair, it was resolved to have the members' books inspected before those members were admitted into the meeting. A letter was read from the *s.s. Kent*, complaining of two men missing their passage in that ship. A letter was also read from the D. W. and R. G. L. U., thanking the members of this Branch for their attendance at the funeral of their late Bro. Kelly. Bro. C. Jorgensen, a member of the above Branch, was nominated as the Danish delegate. A complaint was made against some members of Green's Home and Tidal Basin Branches, with reference to the *s.s. Aorangi*. It was resolved to summon the Tidal Basin members before a committee meeting. Bro. G. Stower resigned his seat on the United Labour Council. There was a good deal of discussion with reference to the men out of work through the present strike re signing aboard, when it was proposed that every brother out of work shall receive one week's strike pay on the following morning, the men to produce proof that they have been out of work over two weeks. This was seconded and carried. The election of officers for the ensuing six months was then proceeded with. The nominations were:—President, Bro. Starkey; vice-president, Bro. McAllister; the treasurer (Mr. R. White) was unanimously re-elected. Secretary, Bros. Pirrett and Fowar; sailors' delegate, Bros. Brown, Lowe, and Kelly; firemen's delegate, Bros. Harris and McGrath. The result was as follows: Bro. Starkey elected president; Bro. McAllister vice-president; Bro. Fowar secretary; and Bros. Brown and Harris were again returned as sailors' and firemen's delegate respectively. The meeting terminated about 10.30 p.m. The number of members on the books up to Dec. 29 is 3,558. The entrance-fee is now £1 17s. 6d., and increasing 2s. 6d. monthly. There are letters lying at the office for the following members, and will be given to them by writing or calling for them:—M. Lenovond, Charles Wilson, John Green, P. Baldwin, Fred. Ryan, two for J. Griffiths, Asphell, W. Wilks, J. Cleary, G. Weeks.

LIVERPOOL BRANCHES.

The usual weekly meeting of the Boundary-street Branch was held Dec. 21, in the Union rooms, 12, Boundary-street, Mr. Harris in the chair. The minutes, financial statement, and correspondence were accepted. There was a great deal of discussion among the members present on the case of Wilson v. Hornsby. It was proposed by Mr. Beach, seconded by Mr. Fegan, supported by Mr. Lynch, and carried unanimously, "That we, the members of the above Branch of the National Amalgamated Sailors' and Firemen's Union, hereby place on record our entire confidence in our worthy general secretary, Mr. J. H. Wilson, who on every occasion, regardless of his own interests, has stood up to vindicate the cause of seafaring men. There was an able address given then by Mr. Wynne on the Shipping Federation and its present condition, saying that the Federation agents stooped so low as to associate with gaul birds and criminals of the deepest dye, so as to break up our National Union. It being Christmas-eve the meeting closed early, after a vote of thanks to the chairman.

At a general meeting in the Malakoff Hall, Dec. 28, Mr. A. Duncan was in the chair, Mr. A. J. Candler in the vice-chair, the ballot box was opened for certifying the election of the two outside delegates for the ensuing six months, three candidates having been nominated. The following is the result of the ballot:—For Mr. G. Garrett, 61 votes; Mr. W. H. Noble, 50 votes; Mr. Jos. Gibbons, 14 votes. Messrs. Garrett and Noble were then duly elected. On the motion of Mr. A. J. Candler, seconded by Mr. T. Fone, Mr. W. A. Tetlow was unanimously re-elected solicitor for the district for the ensuing six months. The £3 penalty on members was fully discussed, and upon the motion of Mr. T. Fone, seconded by Mr. Christison, it was decided that the ballot box be open for a month so that all members may vote either for or against it being done away with, as it is considered a very great drawback upon members joining. A hearty vote of thanks was given to the chairman.

The Liverpool Tug and Ferry Boat Branch will for the future hold its meetings in Malakoff Hall. The last meeting took place on Dec. 19, when the officers for the next six months were duly elected.

viz., Mr. S. Clegg, chairman; Mr. W. Godfrey, vice-chair; Mr. S. G. Brown, secretary; Mr. J. Roscoe, delegate. The same committee as appeared in these columns for Dec. 2, but with Mr. Beadle in place of Mr. Roscoe. The same treasurer, trustees, and solicitor were appointed as now act for the Liverpool District of the Sailors' and Firemen's Branch.

The weekly meeting of the Bootle Branch took place on Dec. 23, Mr. O'Hare, president, in the chair. After the usual business had been gone through, Mr. E. Edwards moved that Mr. J. H. Wilson be left more at head office, and not be so much at the beck and call of Branches; also "That this meeting passes a vote of the utmost confidence in Mr. Wilson, thanking him for his services in the past, and hoping for a continuance of them in the future." Mr. Charles Ham seconded, and the resolution was carried unanimously. For the last time the election of officers was proceeded with, Mr. Connolly being re-elected secretary, Mr. O'Hare, president; Mr. J. Lynos, vice-president; Mr. Burns and Mr. Hendry, outside delegates. This being all the business, the meeting adjourned at 10 o'clock.

CARDIFF BRANCH.

At a meeting at the Wyndham Arcade Hotel Mr. Tucker presided. The income for the week gave great satisfaction. The election of officers for the next six months was as follows:—President, Mr. Capon; vice-president, Mr. Atkins; secretary, Mr. John Gardner; assistant-secretary, Mr. F. Wilson; treasurer, Mr. J. Johns; auditor, Mr. Teasdale; trustees, Messrs. Jenkins, Brooks, and Chubbs; delegates, Messrs. Hollick, Courtnay, and Tucker; committee, Messrs. Evans, McCarthy, Clippett, Plaister, Chubbs, Atkins, Denning, and Dewey. Mr. Gardner referred to the Home and Stores which had been established. What some at first thought would be a failure and a great loss had proved a great success to the credit of the Cardiff Branch. It was the desire of the Executive Council to visit Cardiff and establish other homes in other ports, which would help to defeat the aims of our enemies at all points. They were defeated in the Bristol Channel ports, although no stone is too heavy, nor no scheme too bad for them to try and break the power of this Union. As to the question of accounts at Liverpool, there was no charge that any of the funds had been misappropriated. The Judge said the members did not require a professional account, but one that all could understand. Mr. Wilson's answer was that he was not the accountant, but the Judge implied that though not the accountant, still he, as general secretary, was held responsible for the accounts. Mr. Wilson's contention was now and always had been that the central office cash account should correspond with each Branch account, and because these had not been drawn out as completely in detail as was desirable, the Judge made the remarks he did. He (the speaker) trusted that in future the accounts should be presented in detail, so as to render them more intelligible to all. The following resolution was carried without a dissentient voice, and with three ringing cheers for the general secretary:—"That having heard the explanation of the district secretary in reference to the accounts, this meeting hereby reiterates its unabated confidence in Mr. J. H. Wilson, the general secretary, and its determination to stand by him in spite of all the efforts of shipowners to create dissension in the ranks of the Union."

BLYTH BRANCH.

The quarterly meeting was held Dec. 23. A letter was read from the Steam Navigation Company, Hartlepool, complaining of the conduct of a member of the Union who had lost his passage in one of their steamers at Hartlepool. The member was severely censured, and the secretary was instructed to inform his Branch of his conduct so that he might be dealt with by them. Another member was fined for backing out of the s.s. *Sandal*, of West Hartlepool. The secretary, Mr. J. Heatley, stated that notwithstanding the quiet time of year for shipping the income of the Branch was very satisfactory, as was the increase of members for the quarter, the income being £130, and new members 60, making a total on the books of 620. A cordial vote of thanks was proposed to Sir M. Hicks-Beach for the many services he has rendered to the seamen and firemen of this country in supporting legislation of a beneficial character, with a view of protecting their lives and interests, and also for his firm administration of the Load-Line Act—this was carried with applause. The election of officers then took place by ballot, when the following were elected for the ensuing six months:—Trustees, Messrs. W. E. Thompson, E. Nicholson, and L. Watson; president, Mr. R. Hall; vice-president, Mr. G. Dixon; secretary, Mr. James

Heatley; medical officer, Dr. Laing; treasurer, Mr. W. W. Smith; outside delegate, Mr. George Dunn, together with a committee of twelve. After the ordinary routine of business the meeting was brought to a close. The annual supper will be held on Wednesday night, Jan. 7.

GRAYS BRANCH.

This Branch held their usual weekly meeting Dec. 17, Mr. Longman, Branch president, in the chair. After the usual routine business had been disposed of, it was suggested that we change our meeting night from Wednesdays to Tuesdays, as it would be more convenient for a great number of our members. After some discussion on the matter, it was decided that our next meeting be held on Tuesday night next, on account of Christmas-eve falling on the Wednesday, when the question of changing will be put to the meeting. It was then moved by Bro. Fletcher, and seconded by Bro. Stevens, that all the present Branch officers be nominated for re-election; carried unanimously.

Active preparations are being made by the members of this Branch for their second annual concert, which will take place on Wednesday, Jan. 21, and during the evening our new silk banner will be unveiled by our grand old man, Samuel Plimsoll, Esq., and Captain W. Scriven, R.N. Our district secretary has also promised to assist, and everything tends to show that we will have a great success. [This report did not arrive in time for last week's paper.—Ed. SEAFARING.]

DUNDEE BRANCH.

The usual weekly meeting was held Dec. 22, in the Mariners' Hall, Candle-lane. Mr. A. McDonald presided. Mr. J. Donald was nominated for the office of president, and Geo. Anderson as a member of the Committee. The nominations then ceased. The following members were elected a committee to carry on the arrangements necessary for the annual festival and ball:—Messrs. C. W. Millar (secretary), D. Deuchars, McDonald, Wm. Rattray, H. Kiddie, M. Allan, J. Smith, R. Fleming, and D. Fenton. Mr. H. Kiddie moved, "That should the festival and assembly be unsuccessful, the Branch pay any deficiency which may arise; and should it be a success, with a surplus to the good, the same be handed to the widows' and orphans' fund. Mr. G. Anderson seconded. Mr. Wilkie moved a direct negative to the motion, J. McGann seconding. There voted for the amendment 8, and for the motion 35. It was decided that the Thistle Hall be engaged. A letter from the head office was read, asking the Branch to furnish the head office with the names and addresses of a Norwegian, a Swede, and a Dane, for the purpose of despatching them to Sweden, Norway, and Denmark respectively, to organise Branches in the various ports in these countries. The only member of the Dundee Branch who was known to belong to either of these countries was A. Pettersen, Victoria-street. The secretary was therefore instructed to send his name and address. The following resolution to be sent to the Executive Council for consideration was then moved by D. Deuchars, "That a delegate be sent to Lerwick from the head office, to organise the men who belong to that place, and who are greatly employed in the seal and whale fishing trade." Mr. Wm. Rattray seconded, and the motion carried. The meeting terminated at 10 p.m.

At a weekly meeting on Dec. 29, 1890, Mr. A. McDonald was in the chair. Mr. J. Armstrong moved that the minutes of the previous meeting relating to the festival and ball be rescinded. Mr. T. Henderson seconded. As an amendment Mr. Wm. Rattray moved that "We adhere to the former minute." Mr. Tosh seconded. The amendment was carried unanimously. Mr. J. Stewart and Mr. Gelson were appointed as auditors to go over all the accounts of the Branch for the last six months. The election of office bearers for the ensuing six months was then proceeded with, when Mr. J. Donald was unanimously elected chairman, Mr. D. Deuchars vice-chairman, Mr. J. Smith treasurer, Mr. C. W. Millar secretary, Councillor Ritchie, Mr. P. Brannigan, and Mr. J. Wishart, trustees; and the following members as a committee: Messrs. D. L. Small, James Thompson, Alex. Robb, A. McGavin, James Mitchell, Peter Fleming, John Thompson, A. Aiken, J. Wardlaw, Wm. Sword, A. Ritchie, and J. Turpie. As two further members were required for the committee of the festival and assembly, Mr. J. Arthur and Mr. A. Robb volunteered to act. For a holiday for the secretary and assistant, it was unanimously decided that the office be closed on 1st and 2nd Jan. A hearty vote of thanks to the chairman for his attendance at all the meetings of the Branch with exception of two, on which occasions it was impossible for him to attend, was then awarded him. The meeting terminated at 9.45.

DUNGARVAN BRANCH.

At the usual weekly meeting, Dec. 22, Bro. M. Kirby presiding, Bro. Nagle proposed the following resolution:—"That we beg to tender to the Right Honourable Sir Michael Hicks-Beach the best thanks of this meeting for the many services he has rendered to the seamen of this country in supporting legislation of a beneficial character, and thereby preventing unscrupulous shipowners from overloading their vessels and endangering the lives of so many seamen, as clearly shown by the reports furnished by the Shipwreck Commissioners, that forty-five per cent. of the ships lost at sea is caused through being overladen." Mr. Power, secretary, said he had great pleasure in supporting the resolution, conveying a vote of thanks to so worthy a gentleman as Sir Michael Hicks-Beach, who, by his noble efforts in the British House of Commons, has protected the lives of the all-deserving seamen of Great Britain and Ireland, for which they will ever be grateful. The chairman then put the resolution, which was carried amidst loud applause. There was no complaints to be adjusted, and all being satisfied, a vote of confidence was passed on Mr. Power, secretary, for the able manner in which he has discharged his duty since his appointment. The secretary suitably acknowledged the vote of thanks, and the chairman, after having addressed the meeting at some length, declared the meeting closed.

DUBLIN BRANCH.

At the usual weekly meeting, Dec. 19, Bro. J. M. Maxwell presiding, the minutes, financial account, and correspondence having been confirmed, the outside delegate, Bro. Dennis Connor, gave a very satisfactory report for the week, including a letter received from Mr. Boyd, secretary of the Glasgow Branch, in answer to one sent. It would appear that Bro. D. Connor was able to capture two Union men who were dropping in the rear of our ranks, and as they belonged to the Glasgow Branch, the letter referred to was received, giving us every assurance of the two men being well watched in Glasgow. Brother Alfred Lestrangle reported himself on strike, *re s.s. Mary*, whose owners have joined the Shipping Federation in North Shields. We are informed by the assistant secretary that the officers belong to the Officers' Union. Bro. Baker made a complaint about men being allowed to change from one capacity to another. The chairman spoke on the different positions of men on board, saying that so long as a man was competent to exchange he thought he should be allowed. The secretary explained that if a man can show the requisite discharges, he can be changed from one capacity to another once, but cannot go back; passed. Bro. Mathew Murphy then laid a complaint against a brother, Dan Doyle, that took his place on board *s.s. Mary Monica*, although Bro. Murphy was working by her, and was promised to be shipped. The matter was left open for D. Doyles to report. The chairman then addressed the meeting at some length, on the progress the Union had made under the able guidance of our general secretary and Mr. Plimsoll, supported by the officers of the different Branches and our staunch advocate SEAFARING. The chairman hoped that by this time next year our good ship Union would have cleared all the breakers, and would find a safe port in any part of the civilised world, and that the name scab would be unknown. How, he asked, can men be so blind as not to see that by holding aloof from their Union they are standing in their own light? Surely they ought to see the advantages of joining. Would they have got their present wages? Could they have passed Bills for the further protection of their lives and better provision of their vessels, without the Union? Certainly not. (Great applause.) [The above report did not arrive in time for last week's paper.—Ed. SEAFARING.]

NEWCASTLE-ON-TYNE BRANCH.

At a special general meeting of this Branch held at Lockhart's, Mr. Randall in the chair, there was a good attendance, and the election of officers for the ensuing six months was gone into. Mr. Dunn moved, and Mr. Chalmers seconded, and it was carried unanimously, that Mr. George Jackson be elected as president for the incoming six months. Mr. Waters moved, Mr. McCaw seconded, and it was carried unanimously, that Mr. John Summer-ville be elected as vice-president. Mr. Dunn moved, Mr. Waters seconded, and it was carried unanimously, that Mr. Mansell be re-elected secretary. Mr. Dunn moved, Mr. Jamieson seconded, and it was carried unanimously, that Mr. Nicholson be re-elected as outside delegate. The following were unanimously elected as committee: Messrs. Venus, Biglan, Thoms, Gibson, Hodgson, Whittaker, Dunn, and Falcus. Mr. Goldsmith and Mr. Dunn were

elected as auditors. Mr. J. J. Harris (secretary of the Trades Council), Mr. E. Girling (president of the Trades Council), and Mr. Laidler (a member of the Council), were re-elected as trustees.

A special committee meeting was held at Lockhart's on Monday, Dec. 29. Mr. George Jackson presided. A long discussion ensued regarding a circular received from the head office notifying the increase of the contributions on Jan. 1, 1891. Mr. Rodie moved, Mr. C. Nicholls seconded, and it was carried unanimously "That it stand over until Mr. Mansell communicate with the head office, also that the time is inopportune to raise the contributions until the feeling of the members of the various Branches has been taken." The conduct of Mr. Laws, member of the Officers' Union, in sailing as A.B. on board the s.s. *John Ormston*, was next discussed, and it was unanimously resolved that the secretary be empowered to see Mr. Welford and, in the event of any trouble arising, take upon himself the responsibility of enforcing the power of the Union. The meeting adjourned till Monday next.

BARROW-IN-FURNESS BRANCH.

At the general weekly meeting, which was well attended, the nomination of officers took place, after minutes being read and confirmed of last meeting. The dockers' strike, which still continues, has caused shipping here to be very slack for some weeks past, with very little signs of improvement. One of our members who has just returned from the Colonies in the s.s. *Bayley*, now discharging in the Royal Albert Docks, London, reported five of the members of this Branch for deserting their ship and general bad conduct to the captain and officers, who are gentlemen in every sense of the word. It is hoped that the captain and chief engineer will not allow these men's bad conduct to deter them from taking Union men, and remembering that in every flock there are black sheep. These men were fined 10s. each, being the first time either of them have been reported. A vote of thanks was accorded John Sloan for bringing these men's doings before the Branch, as by this means we can punish members who bring disgrace upon our Union, and impose upon those who are our friends. The first specimen of the Seamen's and Tradesmen's Union presented himself at the office last Saturday, looking for a ship. Our Branch secretary asked to see his card. He showed one, and was asked how much he paid for it? He answered, nothing. Who paid his entrance fee, was the next question? Answer: The boarding-master. Who pays him? was asked. Answer: The owners, I suppose. And who pays them? was asked. The secretary then gave him his sentiments. He put his card on the fire and left the office a wiser and, I hope, better man.

SOUTH SHIELDS BRANCH.

At the general meeting, Monday, Dec. 22, Mr. Blandford in the chair, after the minutes were adopted, three shipwrecks were reported paid during the week. Four scrutineers were elected to count votes. A member made a complaint against a man in the s.s. *Blackswan* not being able to do his duty. Mr. Longin made complaints against several members losing their passage in weekly boats s.s. *F. E. Berry* and s.s. *Ann Webster*. At 8 p.m. the ballot closed for the election of officers, which resulted as follows:—President, Mr. Clements; vice-president, Mr. Hogg; secretary, Mr. Clement; a assistant-secretary, Mr. George Cowie; river secretary, Mr. Longin. A committee of 19 members were elected for the ensuing six months. The following were elected: Trustees, Messrs. Miller, Hodge, Blackey; solicitor, Robert Jacks; treasurer, J. R. England; auditors, J. Lozgan and T. F. Bell. Pickets were elected for the week.

At a meeting on Dec. 29 the widow of the late Bro. F. Roberts was voted 10s. from the management fund. Mr. G. Cowie was nominated district secretary for the North East Coast. Correspondence was read from Mr. J. H. Wilson, general secretary, asking us to engage a hall for a near date, as preparations are being made for a campaign on the North East Coast. The members were instructed that on Jan. 1, 1891, the weekly contributions would be increased to 6d. per week, as agreed at the annual Congress. Complaint was made that there was no Union boarding-house in South Shields. It was decided that four members who shipped through the "Poultman's" Federation be fined 20s. That we pay no money out of the sick unless the parties show their marriage certificates. A vote of confidence in Mr. J. H. Wilson for his past services, and his untiring energies, was passed, with the hope that he might be long spared to perform his arduous duties in connection with the Union.

GRIMSBY BRANCH.

The usual weekly meeting was held on Monday, Dec. 29, Mr. Chester Chapman in the chair, in the absence of the president at sea. The election of the following Branch officers, who had been previously nominated, was confirmed. President, Mr. G. T. Brock (third term of office); vice-president, Mr. Joseph Taddy; secretary, F. W. Young; assistant, R. Pearson; outside delegate, George Ide; auditors, Messrs. Tully and Stone; trustees, Mr. Councillor Chapman and Mr. Henry Jolliffe. Two members were fined for backing out of a ship, one 7s. 6d. (second offence) and the other 5s. It was determined to use strong measures to repress these occurrences, as being detrimental to the interests of both men and masters. The recent libel case at Liverpool was the subject of some discussion, and ultimately, on the motion of Bro. F. Bolton, seconded by Bro. G. Rees, the following resolution was unanimously carried. "That this meeting of the members of the Grimsby Branch of the N. A. S. & F. Union have the utmost confidence in the honesty and integrity of our general secretary Mr. J. H. Wilson, in spite of the dastardly attempts that are being made by renegades and outlaws to traduce his character, and furthermore, we are of opinion that these repeated attacks will only open the eyes of the seamen and firemen of this country to the necessity of holding loyalty to their Union and their leaders, if they mean to keep what they have already won." The Shipping Federation has appeared in this district. The first attempt was made with the s.s. *Mary Anning*, of Cardiff. After ten days' fight and an enormous expenditure of money, they have succeeded in getting her away from Hull. They are welcome to their victory at such a price, it will make a hole in their boasted eighty millions (on paper) if every ship costs them as much as this one. The s.s. *John Dixon* arrived here from Rotterdam on Monday, Dec. 29, with a scab crew on board shipped at Rotterdam, and also six of her Union crew who stuck to their ship and would not be discharged at Rotterdam. The case has been placed in the hands of the Union solicitor, and we are determined to fight it out, as the articles distinctly specified that the voyage was to end in the United Kingdom. Articles of agreement will be utterly worthless if owners and masters are allowed to discharge crews when and where they like. "This (writes the Branch secretary) is one of the most vital points I would like to urge upon all seafaring men when signing: Keep your heads clear, and be particular in hearing everything read out. If you do not understand what is read, ask the shipping master to explain it to you, and above all never sign to be discharged on the Continent, as that is the great hunting-ground for scabs, where crews can be obtained for £3 10s. I must thank the dockers of Hull on behalf of our Union for the true spirit of Trades Unionism they have shown in our struggle with the Shipping Federation in Hull, not forgetting the lightermen and keelmen and their leaders, Messrs. Moloney, Clifford, and Bird."

LEITH BRANCH.

A general meeting was held on Tuesday, Dec. 23, in the Lifeboat Hall, Mr. A. Pratt presiding over a very fair attendance. The convenor of the soiree committee read the financial report of the second annual soiree, concert and assembly. He was sorry to say it showed a deficiency, but in all other respects had been a success. The report was adopted. After some discussion regarding the holidays, etc., voting by ballot was taken for secretary and delegate, which will be concluded on the 30th inst. at the last meeting of the year.

YOUGHAL BRANCH.

The strike at this port is now in its sixteenth week, and things remain much the same as when last reported. All the vessels are still lying in the river, not one having left since the beginning of the strike, with the exception of the *Nameless*, which was taken away from here by a crew of "captains" belonging to the different vessels. She has, however, returned, and is now lying with the others, the "captains" having failed to carry out their loud boast that they would carry all the ships across and engage seamen in English and Welsh ports. Since their return a fair wind has been blowing, but there appears to be no inclination on their part to re-visit Cardiff, where they met with the reception they so richly deserved.

SUNDERLAND BRANCH.

This Branch held its usual weekly meeting Dec. 29, at Lockhart's Cocoa Rooms, High-street West, Mr. W. Airson in the chair. Several complaints were made against members who broke the conditions of the Union. A resolution was moved that a Board of Conciliation would be beneficial to sea-

men. It is believed that by meeting the employers and discussing grievances with them, many things would be set right. At the present time the men have to treat with owners through the captain, who very often tells his own tale. The s.s. *Marchioness* sailed from here some time since with a crew of Federation men on board, and it is said that while she was in the Bay of Biscay one of the firemen jumped overboard. They will soon have had enough of Free Labour men. Several members spoke strongly of others discussing Union business outside the meetings. The Branch then proceeded to elect their officers and committee for the next six months. Mr. J. W. Priest was elected president; Mr. F. Hines was re-elected vice-president; Mr. J. R. England treasurer; Mr. W. C. Lonsdale secretary; Mr. J. Henderson delegate; Mr. Hines sick visitor; and a committee of 14. The Branch then proceeded to nominate a district secretary. Mr. S. Millar nominated Mr. J. J. Robinson, of Middlesbrough; seconded by Mr. Goodfellow. Mr. J. G. Duncan nominated Mr. J. B. Lee; seconded by Mr. J. Shee, and supported by Geo. Bush. Mr. P. McGuinness nominated Mr. J. W. Priest; seconded by J. Cathey. The results of the voting were as follows:—J. B. Lee, 48 votes; J. J. Robinson, 3 J. W. Priest, 3.

MIDDLESBROUGH BRANCH.

The usual weekly meeting was held in the Market Hotel Club Room on Dec. 29, Mr. F. Tyso in the chair. Three new members were enrolled during the week. Mr. S. Guiseppi, of the Cardiff Branch, was then dealt with for having signed with a Federation crew on board the s.s. *Neckhampton*. Several members expressed in very strong terms their opinions of such men, and it was unanimously decided, upon the motion of Mr. A. Robinson, seconded by Mr. C. Frear, that Guiseppi be fined £3. A song written by a member of this Branch, and dedicated to J. H. Wilson, Esq., general secretary, was read, and heartily cheered by the members, after which Mr. F. F. Gant, a member of this Branch and secretary of the Bo'ness Branch, delivered a lengthy address upon the principles of Trades Unionism. He referred to the Shipping Federation, asking the men to judge for themselves which was best for their interests, a Trades Union commenced by seamen and managed by seamen, or a so-called Federation, commenced by shipowners and managed by shipowners. He thought he could leave the decision to the common sense and judgment of the men. Three hearty cheers were given for the Bo'ness Branch and its worthy secretary. Hearty votes of confidence in our general secretary and our worthy president, Samuel Plimsoll, Esq., were passed with enthusiasm. The secretary then wished the members a Happy New Year. The election of the following officers for the six months ending June 30, 1891, was confirmed:—President, Mr. James Mucklow, 7, Priests-street Dock; vice-president, Mr. Wm. Bowden, 5, Alfred-street; treasurer, J. J. Robinson, Esq., Market Hotel; solicitor, J. J. Bentham, Esq., 68, John-street, Sunderland; medical officer, Dr. E. Hinton, 38, Gosford-street, Middlesbrough; trustees, Councillor J. Smith, Zetland-road; Mr. Lithgow, Market-place; and Mr. Forrester, Fleece Hotel; auditors, Messrs W. Fletcher and Ed. Barnes; secretary, Mr. Geo. Cathey, Market Hotel, Middlesbrough; outside delegate, Mr. Wm. Jackson, 5, Alfred-street; Branch committee, Messrs. Wm. Jackson, H. Diamond, J. Leary, C. Frear, L. Gay, F. Gravson, F. Kerzo, G. N. Dove, Wm. Bennett, L. Lawrence, J. Culpin, Wm. Gilchrist, Wm. Wheatley, F. Tyso, F. Gills, C. Cornish, G. Ruse.

KING'S LYNN BRANCH.

The usual weekly meeting was held on Dec. 29 at the Royal Standard, County Court-road, Bro. C. W. Arnold in the chair. It was decided that H. Rowe and S. B. Smith be auditors. The secretary then gave an address, urging all brethren in unity to rally round the standard of Trade Unionism, so as to keep it flying at the masthead of the N. A. S. & F. Union. It was resolved that we send our fraternal greeting to the members of No. 1 Liverpool Branch in our tidy little craft SEAFARING, and long may she sail to prosperity. Mr. W. Brooks moved that a vote of confidence and thanks be accorded to Mr. J. H. Wilson, general secretary, for the untiring zeal and energy he had shown in the past, and may he still persevere in his uphill fight for the N. A. S. & F. Union. Mr. W. Cummings seconded, and the resolution was carried with three ringing cheers. A vote of thanks was passed to A. Weston Jarvis, Esq., M.P., for his assistance in the House of Commons in passing the Load-Line Bill, also for his endeavours to do anything that is just for the British merchant seamen and firemen. On and after Dec. 29 the Branch meetings will be held on Monday nights instead of Friday.

HULL BRANCH.

At the usual weekly meeting the election of officers took place, with the following result:—Secretary, Mr. Hill; assistant-secretary, Mr. A. Carr; outside delegates, Messrs. Clarke and Hussey. For the office of president, Messrs. Chafer and Overton received an equal number of votes. The chairman gave his casting vote in favour of Mr. Chafer, who was duly declared elected. Messrs. T. Ward and S. Lawday were elected vice-presidents; S. Begg, treasurer. The committee were voted for *en bloc*, viz., Messrs. Black, Steele, G. Smith, A. Carr, Sutcliffe, Drury, Waterhouse, C. Lindhurst, Ingleton, C. King, Jahuke, Pittingate, Burton, Kirk, Wrigley, H. Wood.

STOCKTON BRANCH.

At the usual weekly meeting Bro. Geo. Potts was re-elected president; Bro. R. Spooner, vice-president; E. Page, secretary; John Hodgson, hon. mem., treasurer; Bros. Thos. Morris and Fredk. Atkinson, auditors. Committee: Bro. Alex. Clark was elected chairman; the rest of the committee being Jno. Sargent, Mark Sherrington, Jas. Pybur, Jas. Harlance, Jas. Smith, Chas. Atkinson, Geo. Vickerson, R. McKenzie, Jas. Davidson, Thos. Tute, Jas. Greaves, E. Cansh. A hearty vote of thanks had been forwarded to Sir M. E. Hicks-Beach, President of the Board of Trade, at the previous meeting. The officers of the Branch are doing their best to bring about a meeting of the secretaries and delegates of the various Unions connected with shipping on the River Tees, which will be held at this office on Jan. 7. Nearly all the Unions here have a desire to federate with us.

GOOLE BRANCH.

Election of officers: Chairman, Mr. W. Field; vice-chairmen, Messrs. R. Broughton and J. E. Gibbins. Committee: Messrs. Jas. Hackett, Tom Hargreaves, W. Horsley, J. Rockett, Jas. Kitwood, E. Ellis, E. E. Rowe, W. Rustling, E. Wakefield, B. Handcock, Tom Rust, H. Lockwood, Treasurer, Mr. H. Bird (unopposed); secretary, Mr. W. R. Chappell (unopposed).

ROTTERDAM BRANCH.

A meeting was held on Monday night, Dec. 29, a number of local and non local members attending. The secretary, Mr. De Vries, reported that five new members had been enrolled during the past week. We are sorry to say there were no more, on account of frost and hard weather; the like of which we have not experienced since 1866. All inland river traffic is stopped and everything seems to be at a standstill. But we are sure the mushroom will grow when the snow melts away. The special finance committee reported that after overhauling the books, with the assistance of the auditor, they had found everything correct and satisfactory. The meeting then adjourned.

Mr. J. R. De Vries, the Branch secretary, also sent to the editor the following letter:—DEAR SIR,—To let you know we are all awake, and still at entry to watch movements, we must report that we have had here the s.s. *John Dixon*, whose crew stuck manfully to their post and refused to be paid off here, although the captain, owners, and consul wanted them to do so. When the captain saw he could not succeed, he was advised by crimps in this port to ship a scab crew, and take the old hands across as passengers. Hoping all Branch secretaries will look out for the aforesaid steamer, we wish you and all true Union men a Happy New Year.—Yours faithfully, in unity, "A NUMBER OF SEAMEN." Rotterdam, Dec. 30, 1890.

COPENHAGEN BRANCH.

On Monday, Dec. 22, the Branch held a mass meeting on account of the presence of the German member of Parliament, Mr. Schwartz from Lübeck, deputy for the seafaring men of Germany. The great hall was filled with a very large audience of sailors, firemen, and dock labourers, Mr. Chr. Andersen in the chair. Mr. Schwartz, M.P., Lübeck, was the first speaker. He had come to Copenhagen, he said, not only to get acquainted with the Seamen's Union, but also to give a report of affairs at Hamburg, and to ask their Danish comrades to assist the seafaring men of Hamburg in the contest which is likely near at hand. The Danish seamen are associated, he said, with their English brethren through the Sailors' and Firemen's Union, but the laws of the German Empire are strictly prohibiting this, and it is only possible to the Germans to form National Trade Unions; but this is not preventing them from sympathising with and assisting the labourers of other countries. He continued, it is necessary to seafaring men that they organise, because they have to protect themselves in many respects. From Jan. 1, 1891, it is the intention of the shipowners at Hamburg to lower the wages of firemen and trimmers very considerably,

and this, although the shareholders of the steamship companies are getting a nice profit, the owners are using all means to subdue the seafaring men. They are importing Chinese and negroes, and are engaging men who never have smelt salt water. The Union of Firemen and Trimmers at Hamburg would energetically oppose the reduction of wages. He summoned, finally, every Scandinavian seafaring man not to go to Hamburg, but to assist their German brethren. (Enthusiastic cheers.)—Captain Backe, secretary of the Scandinavian department of the Seamen's Union, said, the International Union of all labourers is the true patriotism, and honour is due to every one who is fighting on the side of the seafaring men for their cause. The shipowners in England are acting in the same spirit as those at Hamburg. They are also wishing to get blacklegs from Scandinavia to crush the organisation of the seafaring men, and to subdue them. The Union is on the alert, and I am earnestly warning every seafaring man not to go there. No blacklegs to England or Hamburg. (Enthusiastic cheers.) Fireman O. H. Petersen supported. Mr. P. Knudsen, member of the Upper House of the Danish Parliament, reminded the meeting of the hard struggle the seafaring men of Denmark only at a short time ago had fought against the capitalists. They did not obtain what they wished, and the capitalists believed they had crushed their organisation, but, on the contrary, they are now more strongly organised than ever they were, and are now united with their English brethren. We shall do for our brethren in Hamburg what we can. Several others (among them members of Parliament—Messrs. Harald Jensen and Hördum) spoke about and recommended the International Trade Unionism. Mr. Schwartz, M.P., Lübeck, then thanked the meeting for the sympathy he had met with. That night had proved that there are no more national bounds in the movement of modern Trade Unionism. (Enthusiastic cheers.) The chairman thanked the mighty audience for their exemplary order, and proposed a cheer for Mr. Schwartz and the Danish members of Parliament present. (Cheers.) Captain Backe called for a cheer for the man who has worked so much for the organisation of the seafaring men, the leader of the powerful Sailors' and Firemen's Union, the general secretary, Mr. Wilsen, and success to his work in every country. (Thundering cheers.) The meeting was a great success. A brass band was playing between the speeches, and the proceedings were in a high degree animated.

AN UNSEASONABLE NOTICE.—The London and India Docks Joint Committee issued a circular warning their *employees* that all who had been employed by the committee for less than 10 years would not be required after Dec. 31, and advising them to seek other work. The notice affects some hundreds of men.

NEW CAPE MAIL STEAMER.—The screw steamer for the Union Steamship Company's South African mail service, the *Scot*, has been launched by Denny Bros. at Dumbarton. She is 500 feet long and 51½ feet broad. Her triple-expansion engines will develop 12,000 horse-power. She runs 18½ knots, going to the Cape in 15 days. She is the largest and fastest vessel en route. Miss Giles, daughter of the member for Southampton, and chairman of the Company, named the vessel.

OPERATIONS for salvaging the P. and O. steamship *Nipaul*, wrecked on the Shagstone Rocks, near Plymouth, have been started by Messrs. Pitt and Roberts, of Leeds, who purchased the ship for £1,000. The purchasers have determined to break her up where she lies, and should fine weather continue to assist the work, they expect to realise a large profit. The breaking up of the hull will be the most arduous task, and if the firm succeed in salvaging the greater portion of it, the iron alone will be of considerable value to them. It will all be sent to the north of England. The work of removing the cargo is at present at a standstill, as nearly all of it that remains in the ship is under water, and divers will have to be employed to save it.

ILLEGAL TRAWLING.—On Dec. 23, before Sheriff-Substitute Mackenzie, at Dornoch, William David Tait, 81, Powis-place, Aberdeen as captain of the steam trawler *North Cape* KA 561, was charged with having contravened the Herring Fishery Act of 1889. The libel set forth that on Nov. 11 last Tait used the method of fishing known as beam trawling opposite the north coast of Sutherland, off Bighouse Head, within the three mile limit. Tait pleaded not guilty. Sheriff Mackenzie said since the sentence in the last trawling case which came before him had not had the desired effect, he would increase the penalty in the present one to £15, all wrig 10 days for payment of the fine.

SHIPS SPOKEN.

Ailsa, British s, New York to Kingston, Dec. 11, 40 miles north of Watling's Island.
Ariadne, barque, of London, steering south, all well, Nov. 10, 5 N, 24 W.
Albyn, barque, of Liverpool, London to San Francisco, all well, Nov. 10, 5 N, 24 W.
Ada Brown, barque, of Mairland (N.S.), Liverpool to Valparaiso, all well, Nov. 11, 10 N, 26 W.
Aberfoyle, for Bundabery, Dec. 12, 18 N, 26 W.
Arab Steed, for Santos, Dec. 12, 18 N, 26 W.
Arab, s, Southampton to Cape Town, Dec. 14, 14 N, 18 W.
Astoria, of Liverpool, all well, Dec. 6, long. 11, lat. 46.
Aladdin, ship, of Liverpool, steering south, Dec. 9, 15 N, 26 W.
Bessie Dodd, Rio Grande, Dec. 10, 13 S, 24 W.
Corolla, ship, of Liverpool, steering north, Dec. 14, all well, 7 N, 28 W.
Chanaral, of Liverpool, Dec. 22, 50 N, 12 W.
Chepica, barque, steering south, Dec. 10, 13 S, 34 W.
Candidate, of Liverpool, Dec. 5.
Casma, of Fano, Dec. 8, 48 S (7 N), 16 W.
Cassandra (s), of Hamburg, steering south, Dec. 15, 33 N, 14 W.
Callixene, of Liverpool, Nov. 21, 27 N, 80 (not 8, as before reported) W.
Campanero, barque, Rio Janeiro to Baltimore, Dec. 9, off Currituck.
Camden, s, of London, New Orleans to Havre, Dec. 16, 50 N, 25 W.
Olympo, s, of Rochester, all well, Dec. 6, 15 N, 26 W.
Charles Coresworth, barque, steering south, Nov. 12, 5 N, 25 W.
Drumcraig, English four-masted vessel, Dec. 22, 49 N, 9 W, all well.
Edward O'Brien, Liverpool to San Francisco, Nov. 14 (not Dec. 14 as before reported), 1 S, 30 W.
Einar, from Hamburg, Dec. 17, 47 N, 8 W.
Essex, of Boston, Oct. 30, 8 S, 33 W.
Elizabeth Nicholson, steering SW, Dec. 15, 28 N, 20 W.
Erato, barque, of London, steering south, Dec. 9, 14 N, 21 W.
Fleur de Lis, for Valparaiso, Dec. 14, 49 N, 22 W.
Falls of Earn, Calcutta to Dundee, Nov. 24, 32 S, 30 E.
Firth of Stronsa, Clyde for Sydney, Dec. 14, 1 N, 33 W.
Florence, barque, steering south, Nov. 18, 49 S, 61 W.
Glencairn, four-masted ship, of Glasgow, steering south, all well, Dec. 6, 3 S, 31 W.
Grace, Dec. 9, 27 N, 19 W.
"Hustler," barque, Philadelphia to Seattle, Dec. 6, 34 N, 68 W.
HDCW (British four-masted ship), from Philadelphia, Oct. 27, 13 S, 32 W.
H.M.S. Volage, steering SW, Dec. 20, 43 N, 10 W.
Herat, English ship, Nov. 9, 12 N, 2 W.
Ida Mathilde, barque, Dec. 20, two miles north of Ancona.
Iverna, four-mast ship, Glasgow to San Francisco 33 days, all well, Nov. 23, 22 S, 41 W.
Iris, Dec. 6, 29 N, 21 W.
Ingram, s, steering SW by W, Dec. 16, 20 N, 22 W.
Isabella Balcom, British brig, Delano, Iquique to New York, Dec. 13, 23 N, 75 W.
J. W. Puller, American full-rigged ship, Dec. 7, 49 N, 12 W.
Jolund, of Moss, steering NE, Dec. 27, 51 N, 4 E.
Lord Duffrin, ship, of Belfast, steering south, Dec. 9, 14 N, 21 W.
Lucipara, four-masted ship, of Glasgow, steering south, all well, Dec. 9, 8 N, 26 W.
Mathilde, of Rostock, all well, Dec. 2, 34 N, 32 W.
Melea, of Greenock, Oct. 24, 32 S, 43 W.
Merai, ship, steering south, Nov. 12, 5 N, 25 W.
Minnie, schooner, of St. John's (N.F.), Dec. 7, 45 N, 48 W.
Mary Johns, English schooner, Dec. 6, 49 N, 70 (?) W.
Nubia, s, outward-bound, Dec. 14, 16 N, 18 W, by the Tenerife, s, at Liverpool.
Parsee, ship, of Greenock, London to Dunedin (N.Z.), Dec. 10, on the Line, 32 W.
Pendragon, ship, Iquique to Dunkirk 33 days, all well, Nov. 24, 53 S, 64 W.
Penpont, barquentine, Dec. 14, 2 N, 29 W.
Pleione, ship, Fargat, Wellington to London, all well, Nov. 1, 51 S, 155 W.
Rialto, ship, for Callao, bound south, Nov. 13, 6 N, 26 W.
Reliance, four-masted barque, of Liverpool, steering south, all well, Nov. 10, 5 N, 24 W.
Raven, barque, Fremantle to Natal, Oct. 30, 23 S 103 E.
Scottish Admiral, London to Queensland, Oct. 29 13 S, 21 W.

Stanley, Oct. 28, 15 S, 6 W.
Samaris, ship, of Bath, San Francisco to New York,
Dec. 8, 35 N, 73 W.
Strathdon, Nov. 8, 6 N, 25 W (not E, as before
reported).
Sierra Nevada, ship, for San Francisco, steering
south, Nov. 13, 6 N, 26 W.
St. Mildred, ship, of Glasgow, Cardiff to Spencer
Gulf, steering south, all well, Nov. 15, 2 N,
26 W.
Tinto Hill, Nov. 9, 8 N, 22 W.
Talavera, four-masted barque, of Glasgow, steering
south, all well, Nov. 14, 1 S, 26 W.
Westfa, schooner, of Llanely, steering south,
Dec. 9, 14 N, 21 W.
Windstraat (? Windsbraut), New Zealand to Lon-
don, Dec. 10, 39 N, 31 W.

CORRESPONDENCE.

ENGINEERS AND ENGINEERS.

To the Editor of "Seafaring."

SIR,—I have been asked to forward the following extract asking you to publish it in your valuable paper, so that the much sneered at "shovel engineer" can see what is laid to his charge. It is false from one end to the other, and an insult to the Board of Trade, which I am prepared to prove both as to the examination that I passed and the charge that is laid to us—shovels for ruining the engines that we have charge of. Now, Sir, I hope that some of our shovel brethren will take this matter up. Thanking you in anticipation,
MARINE ENGINEER.

The extract referred to appeared as a letter signed Veritas, in the *Engineers' Gazette*, of December last, headed "Competency and Incompetency," and is as follows:—"Some time since I forwarded you some papers which you kindly inserted in your valuable journal under the heading 'Why Steamers Don't Pay.' And as the subject dealt with was of such vital importance to marine engineers, I naturally expected it would be the means of opening out a wide field of correspondence from our professional brethren. I must confess I have felt rather disappointed at the absence of any such correspondence. But on receiving my September issue of the *Gazette*, I was very much pleased to find, in the 'Ahead and Astern' notes by our chief engineer, that he has very ably dealt with the subject. Kindly allow me to quote from his able pen:—"Competency Certificates, which have been for years past and are still being issued by the Board of Trade, to men who have no moral claim to them, seeing they are not engineers at all, but only firemen, who have put in some four years' time at sea as engine-drivers, and have been allowed, both against the spirit and letter of the Act, to sign on as engineers; and upon showing their discharges, and passing a comparatively easy examination in arithmetic, and answering a few random questions of an elementary nature, are then declared by law—the law of the Board of Trade officials—not the *Statute Book*, to be duly qualified engineers (!)—(save the mark)." Now, Sir, are these men eligible for admission in the Amalgamated Society of Engineers, or the Steam-Engine Makers' Society, or the Marine Engineers' Union? Most decidedly not. Why? Because they are incompetent men; therefore, not eligible for admission. But, my dear sir, the Board of Trade, in its inscrutable wisdom, distinctly says, they are competent, and have issued Certificates of Competency to men who are practically, and theoretically, ignorant of the machine they stand in front of; for if the ship is laid up, and the engineers are sent to the shop, you then can see the chief (? shovel) holding the candle for his second (practical); in fact, acting the part he is best qualified to fill, viz., fitters' labourer. If owners would only compare the cost of maintenance of the machinery of steamers, the relative value of the competent engineer and the fraud (shovel), they would then insist that the Board of Trade should grant Certificates of Competency to none but those who are competent men. I could quote many instances of steamers whose machinery has been literally ruined by the gross ignorance and neglect of these men?"

"UNDER WHICH FLAG?"

To the Editor of "Seafaring."

SIR,—If the shipowners take such an interest in poor Jack as they would lead the public to believe by their Free Labour Federation, there are two questions I am sure every Union man would like answered. First, How is it that they never tried

to assist Jack in bettering himself before his own Union started? They can have no excuse, for well they knew that the poor sailor and fireman was worthy of his hire. The paltry wages were so small in the past that Jack would have but little coming to him when paid off, and the very men, viz., boarding-house masters (otherwise crimps), whom the shipowner always condemned in public, were always, one way or another, mixed up with owners, for when Jack came ashore with his small earnings, one of those sharks in human form took Jack under the pretence of giving him cheap lodging and grub while ashore, but if Jack's savings that he drew when paid off satisfied the boarding-master for two days it was as much as it would do. He was then in the hands of the unscrupulous crimp, who got him a job. The owner, knowing the circumstances, would give the crimp so much for himself if he could out 15s. or £1 a month off Jack's wages. So instead of getting £3 15s. a month, Jack would have to be content with two, or at the most three pounds, the crimp getting ten shillings and the owner gaining the rest. Then, of course, Jack would want clothes, and have to settle his bill, and might think himself fortunate if out of his month's advance if he had as much money as would buy a pound of tobacco for the voyage. When he got the other side, a repeat was gone through there by another shark boarding-house master, and at the end of twelve months' hard fighting for life, the sailor or fireman would find himself on a foreign shore with nothing in his pocket, and about as much in his stomach, while the boarding-house masters and shipowners wallowed in the money that honestly should have been in Jack's pocket. Second, the food as served out to Jack on board is proverbial for being the very reverse of good. But to prevent trouble, the sailor never saw the grub until safely out at sea, and then if he lost his temper, he was put in irons until he reached port, where he was tried for mutiny, before a ship-interested magistrate. "Of course, he got justice," so they would tell you. But, strange, it was always arranged so that the party who should be imprisoned by right, got clear; viz., the shipowner, while Jack got the only free lodging he ever had, viz., the State prison. And these are the sea pirates and land sharks that are cailing on the long suffering sailor to sell his invincible leader and his Union, and put trust in their promises. Now if the shipowner really had the sailors' hard lot at heart more and his pocket less, and the safety of the public as well, he would encourage, and, in fact, employ none but Union men, for they are found to be steady experienced hands, and in ships that carry all Union crews there is never any such thing as mutiny or bad conduct, for the Union men know that they have the honour of their calling in their hands, and that if they misbehave themselves, they would be severely dealt with by their Branch. So, Brother Unionists, stand firmly shoulder to shoulder in the ranks of Unionism, and you need not fear anybody, for every right thinking and honest man will back you.—Yours in unity,
MEMBER DUBLIN BRANCH.

Several letters and verses are held over for want of space.

At the Liverpool Police Court on Dec. 27 Captain Watt, of the Cusard steamer *Bothnia*, was summoned by the Mersey Docks and Harbour Board for having, on Oct. 4, used a defective lamp on board while the vessel was in the Alexandra Dock. The bench imposed a penalty of £2 and costs.

The Board of Trade inquiry opened at the Westminster Town Hall respecting the stranding and the consequent total wreck, off the coast of Devonshire, last month, of the steamer *Uppingham*, of London, was to have been resumed on Dec. 30, but owing to the unexplained absence of one of the assessors the case was adjourned.

NOTICE TO SOUTH SHIELDS MEMBERS.

It was resolved at a meeting of the South Shields Branch, Nov. 10, that members of the Sick Fund of the South Shields Branch of the Sailors' and Firemen's Union of Great Britain and Ireland and Other Nations, must at once pass the doctor, otherwise they will not be entitled to benefit.

NOTICE TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,
J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

NOTICE.

The Bootle Branch of the Sailors' & Firemen's Union has been removed to 133, Derby-road, Bootle, Liverpool.

TOWER HILL BRANCH.

IMPORTANT NOTICE.

Contributions must be paid to MR. WILD-GOOSE, 17, KING STREET, over Lockhart's Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET, on and after January 31, 1890, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

Signed on behalf of the Executive Committee,

J. H. WILSON,
General Secretary.

TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amersham," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

"COMMONWEAL" SOCIALIST & LABOUR ADVOCATE.

Record and Review of the Labour Movement in all parts of the World.

SPECIMENS FREE

ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields,
London, W.C.

NOTICE TO BRANCH SECRETARIES. STRIKE AT YOUGHAL. (PORT OF CORK.)

Secretaries are requested to note the names of the following vessels, the crews of which have struck for an increase of wages. The captains intend to form themselves into a crew in order to carry the vessels to English ports, where they will try to procure men:—Brigantines *Mary Hounsel*, *Nameless*, *Victor*, *Dei Gratia*, *Oicilinus*, *Citizen*; schooners *Rob Roy*, *William S. Greene*, *Speedy*.

J. COLLINS,
Secretary.

NOTICE TO BRANCH SECRETARIES.

Watch all Sailing Colliers hailing from Dublin; several are manned with scabs.

P. COMERFORD,
Secretary, Arklow.

STRIKE IN CORK.

Secretaries are requested to be on the alert for representatives of the City of Cork Steam Packet Co., who are endeavouring to pick up scabs for this port.

M. AUSTIN, Secretary.

SAFE ANCHORAGE.

WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 19, High-street.
" Mrs. Mooney, 6, Holm-st., Cadoxton.
CARDIFF.—Seamen's Institute, West Bute-street.
GLASGOW.—James Bracken, 182, Broomielaw.
HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.
" William Guy, 7, Posterngate.
LEITH.—Mrs. Scott, 1, Ronaldson's Wharf.
LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.
NORTH SHIELDS.—Union Seamen's Home, 31, Duke-street.
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
SOUTH SHIELDS.—Sailors' and Firemen's Union Boarding-house, 81, East Holborn.
SWANSEA.—E. Dann, 3, Strand.

SHIPMASTERS AND OFFICERS

WHO WISH TO
PROTECT THEIR INTERESTS,
OR
OBTAIN FAIR WAGES,
SHOULD AT ONCE JOIN THE

UNION OF SHIPMASTERS AND OFFICERS

OF GREAT BRITAIN AND IRELAND.

Registered No. 552.

Head Office: 33, MARKET PLACE, SOUTH SHIELDS.
Members can be enrolled and Cards and Rules Returned

By forwarding entrance fee, 10s. 6d., and 6d. for card and rules of membership, by postal order to
CAPT. HENRY S. BARRETT, Gen. Sec.
Agent in London, J. F. NASH, Master Mariner,
77, Liverpool-rd., Barking-rd., Canning Town.

TO UNEMPLOYED MASTERS AND MATES.

A register of Unemployed Shipmasters and Officers is kept at the Chief Office of the Shipmasters' and Officers' Union, 33, Market Place, South Shields, FREE OF CHARGE.

Over 140 Masters and Officers have already OBTAINED EMPLOYMENT by registering their names here.

N. A. S. & F. UNION HOME, 13, ROBINSON ROW, DAGGER LANE, HULL.

This Home is Conducted on Strict Union Principles.
G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

SAMUEL BEGG, Treasurer Hull Branch N.A.S. & F.U. TURK'S HEAD HOTEL, MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

LONDON.

N. A. S. & F. BOARDING HOUSE, Mrs. HICKS,

13, JEREMIAH STREET,
Four Doors from Green's Home Branch Office.

SAILORS' AND FIREMEN'S UNION BOARDING HOUSE, EDWARD MILTON, Proprietor. "FORESTERS ARMS."

81, EAST HOLBORN, SOUTH SHIELDS.

UNION BOARDING HOUSE.

MRS. SCOTT,
1, RONALDSON'S WHARF, LEITH.

Good home for members of the N.A.S. & F.U. at Union Rates. No Federation men or non-Unionists need apply.

Well known for Cleanliness and Respectability.

JAMES BRACKEN, SEAMEN'S UNION BOARDING HOUSE 182, BROOMIELAW, GLASGOW.

MRS. M. JONES,

Having returned to the Tyne, has opened the
UNION SEAMEN'S HOME,
31, DUKE ST., NORTH SHIELDS,
Where Seafaring men will be treated in strict accordance with Union principles.

DAVID BECK, GROCER & PROVISION MERCHANT NORTH STREET, BO'NESS.

Members of the Seamen's and Firemen's Union supplied at lowest Cash Price.

A TRIAL SOLICITED.

BRISTOL SEAMEN'S CLOTHIER & OUTFITTER, &C., W. J. PIKE, HOTWELL ROAD, BRISTOL, Honorary Member Seamen's Union.

ADVANCE and HALF-PAY NOTES cashed very lowest terms; purchases at the time entirely optional.

Foreign Money Exchanged. No Commission to Runners.

£20
TOBACCONISTS COMMENCING.
Write for Illustrated Guide (222 pages, three stamps). "How to open respectably, £20 to £1,000."—TOBACCONISTS' OUTFITTING COMPANY, Chief Offices, 188, RUSTON-RD., LONDON, the largest and oldest complete Tobacconists' Furnishers in London.

COMFORTABLE HOME FOR SEAMEN.

Mrs. G. GAWLER'S 19, HIGH STREET BARRY.

Seamen Boarded by Day or Week according to Union Principles.

Honorary Member—Recipient of Gold Medal from the N. A. S. & F. Union.

THE ANCHOR HOUSE, 11, COMMERCIAL ST., LEITH, J. WILLIS, MANAGER SEAMEN'S UNION CLOTHIER & OUTFITTER.

Suits made to measure on the shortest notice and most reasonable terms.

A Speciality is our OILSKINS made on the premises, without the manufacturers' profit. Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to visit the ANCHOR HOUSE, 11, COMMERCIAL STREET, a few doors from the Union Office.

MCCANN & CO., LONDON HOUSE, HOLTON ROAD, BARRY. Seafaring men cannot do better than buy their CLOTHING at McCann & Co.'s. We buy for Cash from the best manufacturers, which enables us to give the best value to our customers. One price; no abatement. The Largest Stock in the neighbourhood.

McCann & Co. London House, Holton-rd., Barry. Near Victoria Hotel; 4 minutes' walk from Shipping Office.

WILLIAM GUY, BOARD & LODGING HOUSE, 7, POSTERNGATE (OPPOSITE THE SHIPPING OFFICES), HULL.

NOTICE TO UNION MEN.
Union men frequenting BARRY DOCK are respectfully requested to Board at

MRS. MOONEY'S, 6, HOLM ST., CADOXTON. (Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address

JAMES DYMCK & SON, Grocer, Ironmonger & Ship Chandler, PIERHEAD, BO'NESS, Near Union Office.

Seamen and Firemen supplied with all kinds of Stores, best quality, at Lowest Prices.

ALL SEAMEN COMING TO HULL, GO TO WILLIAM HEMINGWAY, TAILOR, DRAPER, & OUTFITTER, No. 42, MYTONGATE, HULL (NEAR THE DOCK).

A Large Assortment of Ready-made Clothes. Oilskin Jackets and Southwesters, always on hand.

ROBERT FINDLAY, UNION SUPPLY STORES, 60, GRANGE ST., GRANGEMOUTH, Wholesale and Retail

GROCER AND PROVISION MERCHANT.
Members of the Sailors' and Firemen's Union supplied at lowest cash prices.

CAPTAIN E. DANN, BOARD AND LODGINGS BY DAY OR WEEK, 3, STRAND, SWANSEA.

ALSO
SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

E. A. McDONALD, OUTFITTER, 32, CLEETHORPES ROAD, GRIMSBY.

A Large Stock of Seamen's Clothing always on hand

SECOND ANNUAL CONVENTION
OF
THE NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION
OF GREAT BRITAIN AND IRELAND,
OCTOBER, 1890.

THE PHOTO GROUP OF DELEGATES

is NOW READY, and Copies, 12 by 8 inches, mounted, ready for framing, will be sent to any address, post free, for 3s.
Also a fine Half-length

CABINET PORTRAIT OF MR. PLIMSOLL

in Nautical Costume. Post free for 1s. Cash with order.

ADAMSON BROS., Photographers, The "Queen's Studio," 136, Buchanan-st., Glasgow.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

**WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.**

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, RATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND
28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.
ALL GOODS WARRANTED

**SPECIALITIES IN
SEAMEN'S BEDDING**
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

PERCY'S TEMPERANCE HOTEL,
ANALBY ROAD, HULL,
Opposite the Excursion Platform, Paragon Station.
**MEALS AT ALL HOURS AT MODERATE
CHARGES. GOOD BEDS.**
Special Accommodation for Officers, Seamen, and
their Wives. Private or Public Rooms.
Stewards can safely recommend this House to
Passengers
PROPRIETOR—ALBERT PERCY,
Hon. Member Hull Branch N.A.S. & F.U.

THE UNION PUBLIC-HOUSE IN GLASGOW
IS THE
HEBRIDEAN VAULTS,
JAMES WATT STREET.

SPECIAL NOTICE TO UNION MEN
WM. MILLER & CO.,
GLASGOW HOUSE,
VERE STREET, CADOXTON, BARRY DOCK,
Keep a large and Complete Stock of
SEAMEN'S OUTFITTING
In all its Branches. Advance Notes cashed for 1s.
the Pound. All Goods marked in Plain Figures.
N.B.—Special terms for members of Seamen's
Union. Note the Address—
WM. MILLER & CO.,
VERE ST., CADOXTON, BARRY DOCK.
One minute's walk from Cadoxton Railway
Station and Wenvoe Hotel.

NEEDLE AND ANCHOR.

P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E

All Seamen going to GRANGEMOUTH should visit
WALKER & CO.,
DRAPERS AND OUTFITTERS,
GRANGE ST., GRANGEMOUTH,
Where there is always a large selection of reliable
goods to choose from.
Largest Stock of Ready-made Suits, Shirts, Flannels,
Semmits, and all descriptions of Underclothing required
by Seamen
Braces, Collars, Ties, B. cts, etc., etc.
Suits Made to Measure in best possible style by experienced
workmen, from 40s. to £3 10s.
Large Assortment of Oilskin Coats, Trousers, and South-
westers of our special guaranteed make

MARKET HOUSE.
WALKER & JOHNSTONE,
GENERAL DRAPERS,
Clothiers, Hatters, and Outfitters,
MARKET SQUARE, NORTH ST., BO'NESS.

Large Stock of Ready-Mades of every description
always on hand.
Oilskin Coats, Trousers, Sou'westers, Sailors' Beds, &c.
Seamen's Outfits of all kinds. Tailoring in all its
Branches, at Lowest Cash Prices.

J. J. ROBINSON.
MARKET HOTEL,
MARKET PLACE,
MIDDLESBROUGH.

ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.
Middlesbrough Branch Meetings of the Sailors' and
Firemen's Union held at this house.
Meetings of Shipmasters' and Officers' Union also
held here.

UNION MEN IN LONDON
SHOULD GO TO
C. KELLY,
130 & 144a, VICTORIA DOCK RD.,
LONDON, E.,
For Serges, Oilskins, Guernseys, Officers' and
Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

J. LEWIS,
SEAMEN'S OUTFITTER,
54, BROOMIELAW, GLASGOW.

S. J. GOWER,
PRINTER,
Wholesale and Retail
COMMERCIAL AND FANCY STATIONER
NEWSAGENT, BOOKBINDER, &c.,
2, MYTONGATE, HULL.
N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

Captains Supplied at Wholesale Prices.

OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.
Liberal advances made on all kinds of property.

NOTICE.

To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION.
All Union Men arriving at or sailing from
LEITH are invited to visit

L. HYMANS

Pawnbrokers' Salerooms & Seamen's Outfitting Stores
3, TOLBOOTH WYND, LEITH,
Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
SEA BOOTS FROM 8/6 TO 25/.

NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.
N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small percentage.

Captains, Officers & Seamen Visiting Newport

Will find all their requirements at
"LIVERPOOL HOUSE,"
96 & 97, COMMERCIAL ROAD.
This is one of the Largest, Cheapest, and most
Complete Outfitting Establishments in the United
Kingdom.

SYSTEM OF BUSINESS.—All goods marked plainly at the
lowest cash price. One price, no abatement. Goods
not approved of exchanged or money returned.
We allow no commission to runners, and are
therefore able to sell at 30 to 40 per cent. lower
than other shops who employ these men.

NOTE ADDRESS:
THE LIVERPOOL HOUSE,
96 & 97, COMMERCIAL RD., NEWPORT.
N.B.—Wholesale Department for Slop Chests. Trip
List on application.

T. H. WILLIAMS,
Member Amalgamated Sailors' & Firemen's Union,
UNION OUTFITTING STORES,
4, FABIAN STREET, ST. THOMAS
(Near the East Dock),
SWANSEA.

H. PHILLIPS,
PAWNBROKER,
TIDAL BASIN,
VICTORIA DOCKS.
SAILORS' OUTFITTER
In all its Branches.